

AIRLINE BODIES AND THEIR FUTURE

Exaggerated Claims Of Speed Benefits

Have streamlined touring bodies a future? Yes! Will they win favour because of the extra speed attainable? No! That is how I would answer the two most common questions put to me.

Nearly twelve months ago, under the heading "The Benefits of Streamlining," I urged in these pages the claims and special attractions of the streamlined body. I illustrated certain possible designs, especially one I plotted in 1933 under the term "Airline," which term I registered. That particular body, built by Thrupp and Maberly, Ltd., to my order, has now covered over 10,000 miles on a 1½-litre Bentley chassis, and I am able to speak from practical experience of the car in seven different countries. If I were invited to enumerate in order of merit the chief attractions of the Airline type of body, I would place luggage accommodation first, modern and natural appearance second, cleanliness third, and speed and economy last.

It is admitted that a fully streamlined form was not attempted in the design to which I refer, because that would have entailed too exaggerated an appearance and too long a tail projecting dangerously behind the back axle. Neither did I adopt cycle-type wings, which in themselves are beneficial in certain ways, nor a completely enclosed frontal aspect. Rather was the design an attempt to gain as much advantage as possible from a streamline eddy-free form while using a normal radiator and chassis; that is, a modern car of character without being revolutionary.

As to speed, a standard-type Bentley, with any of the various types of standard closed bodies, will exceed 90 m.p.h. Mine has achieved 98 m.p.h., but the opportunities for such speed are so few and far between that I lean to the view that speed in itself is not at all the main consideration. Economy is certainly assisted, but not to the extent of 40 per cent., as has been suggested. I can quote a run from London to Glasgow at a very good average speed, on which the petrol consumption averaged 20.3 m.p.g. Usually the average is 18 m.p.g. These are exceptional results with a 31 cwt. car of high performance with a two-carburettor engine.

Figures have been advanced during the past twelve months which would indicate that a streamlined body requires less than 60 per cent. of the power required in the case of a normal body at about 80 m.p.h. The Eiffel Tower formula figures quoted in my last article on this subject lent support to this view, but this is where theory and practice, I timorously suggest, are not allied. If we were able to adopt perfect streamline forms the oft-quoted calculations of the reduction of drag might be borne out in practice. But a four-wheeled car does not lend itself to perfect streamlining unless the front and tail are extended beyond practical limitations; and, more important still, until the entire underpart of the chassis is streamlined as perfectly as the body and tail, theoretical calculations of drag, I submit, are entirely fallacious.

It may not be possible or practical to streamline the underpart of a normal engine-in-front chassis perfectly, because of the heat and fumes which would be shut in and the inaccessibility of parts which would result, but until these problems are considered and surmounted calculations of the theoretical gain in speed should be modified, or, alternatively, proved by performance, if such a thing is possible.

Of repeated mixings do not prove a point. If and when rear-engined chassis become the vogue, the problem of perfectly streamlining the whole of the chassis, both above and below, will be greatly simplified; and then, and then only, will any appreciable gain in touring speed from a given power be observable. It should further be added that all roads twist and turn so that a car manifestly cannot be travelling head on to the wind at all times, even if the wind is in the most favourable general direction. Having thus dealt with exaggerated claims as to speed to my own satisfaction, I revert to the

chief advantage I find in a streamlined body, that is, the more practical one of copious enclosed luggage space. Due to the five seats on my car being arranged between the axles, there is exceptional luggage accommodation in the tail, for it is possible to stow four good-sized suitcases, a valise and three coats inside the tail, weatherproof and secure under a Yale lock. That is how I toured this summer on the Continent. More could have been carried if necessary, as the lid of the compartment folds downwards horizontally and can be used as a grid if desired. I was surprised and disappointed that more 1935 designs at Olympia did not adopt this convenient method of luggage carrying.

Much has been written on the subject of the ideal place for the spare wheel or wheels. If the position at the side is not ideal, it does at any rate permit free use of the tail for luggage, and my present Airline Bentley is the first of many vehicles I have owned to provide enough luggage room for the number of passengers it can accommodate. At the Olympia and Paris Shows one noticed that many big cars had the wheel stored in the tail, where it is neat and unobtrusive, until baggage space is needed.

As to point two, appearance: that, of course, is a matter of opinion. Many have put my car on a far higher plane than I ever conceived. Others do not favour streamlining, but the fact that there were at least six examples of Airline bodies—as opposed to complete streamlining—in the 1935 range at the Show indicates that many approve the style.

Cleanliness is a point seldom mentioned in connection with streamlining, but I can say from experience that the natural air flow around the body results in the tail and sides remarkably clean, and friends following me on wet roads have told me of what I cannot see, i.e., the extraordinary absence of surging spray around the tail. A gain due to unbroken lines, the body is far easier to clean.

As to comfort, there is every bit as much luxury in an Airline form as in any other if it is schemed aright, and the most useful natural shelf behind the rear seats as a result of the Airline exterior is a boon. Streamlined forms of bodies are progressing; the public is becoming rapidly accustomed to the natural and smooth lines adopted, bigger body interiors would be appreciated by all, and already the benefits of the streamline vogue are discernible in normal-type bodies, but in my view too much emphasis has been laid on the claims to extra speed attainable, and not enough on other inherent advantages.

FIRE-RESCUE WORK

Fire-fighting nowadays is a very highly organised branch of public authorities' work, and motor vehicles are being employed more and more by progressive towns and cities. A very useful addition has just been made to Sheffield's fleet, for instance, in the form of a rescue tender mounted on a Dennis Ace chassis.

This is fitted with a draw-bar at the rear for towing a trailer pump and is very fully equipped. It possesses four sets of breathing apparatus, oxygen resuscitating equipment and oxy-acetylene cutting plant. In the main part of the body is a hose reel carrying 180 ft. of hose, which is fed by a pump from a 40 gallon tank. A telescopic ladder is carried on the roof and there is flood-lighting equipment.

COST OF A BEACON

In answer to Mr. Hutchison, the Minister of Transport said in the House of Commons that the approximate cost of providing and erecting a pedestrian-crossing beacon was 20s. The globes were fixed, in the same way as traffic light signals, at about seven feet above the footway, so as to allow sufficient clearance for pedestrians.

MOTOR JOTTINGS

CLEARING MAIN LONDON TRAFFIC HIGHWAYS AMBER LIGHTS IN FOG

Ribbon Development To Be Restricted

As was rather to be expected, the inertia of the highway authorities of Great Britain combined with the eagerness of landowners and speculative builders to seize any opportunity for profit, has led to the use of several of the new by-pass roads being reduced.

This is due to the form of activity commonly known as ribbon development, a term which is unfortunately by now so familiar as not to require explanation. The result is that householders on these roads are exposed to unnecessary dangers from fast-moving traffic and road transport concerns lose money and time, owing to the congestion caused by waiting vehicles.

To say that this position might have been foreseen is easy, but there is this justification for the statement in that as long ago as 1909, the Development and Road Improvement Funds Act gave the highway authorities power to restrict building development along new roads. The mystery is why this power has not been exercised, except in Surrey, Essex, and Middlesex, where all building within 200 ft. of a main road is prohibited and the number and position of side roads can be regulated. Alternatively, any land for 220 yards on either side of the road can be compulsorily purchased.

This being the position, the British Road Federation have sent a memorandum to the Minister of Transport asking that similar powers should be given to every County Council and that the further extension of ribbon development should thus be prevented.

As regards roads which are already handicapped from this cause, it is suggested that a 15-ft. carriageway should be driven through the 35-ft. grass margins, which usually exist for the accommodation of local and standing traffic, and that bays should also be provided for omnibus stops. If this were done, it is thought that most of the incidental traffic would be cleared off the main highway and conditions greatly improved.

Urgency in the matter is pleaded now that the Road Traffic Act imposes a speed limit in built-up areas. This procedure has of course already been adopted on the Kingston By-pass and might be extended.

THIRD-PARTY INSURANCE

Operative From January 1

The Minister of Transport has decided to bring into operation on January 1st, 1935, the provisions of Part II of the Road Traffic Act, 1934, and to alter the Motor Vehicles (Third Party Risks) Regulations, 1933.

The Act provides that certain classes of limitations on a policy shall have no effect so far as concerns third-party personal injury claims as required to be covered by the Road Traffic Acts, 1930 and 1934. The Act also imposes the liability to pay the 12s. 6d. emergency treatment fee.

The authorised insurers desire to make it clear to all policyholders that there is no need for them to return their existing certificates or communicate with their insurers with regard to the conditions which will be applicable after January 1st. Existing policies and certificates will be held to provide the insurance required by the new provisions until such policies and certificates expire, except in cases where individual notice is given to the policyholders.

Policyholders are reminded that, if an accident occurs when a motor vehicle is used in contravention of the terms or conditions of the insurance policy, some insurers may exercise their right to recover from the policyholder compensation which has been paid in respect of a third-party personal injury claim.

The London Passenger Transport Board is to take steps, during the next session of Parliament, to secure powers such as will enable them to improve passenger transport facilities in both inner and outer London. The advantages of unified control over these services are shown in the proposal to link the Metropolitan and Bakerloo lines by a Tube railway running from Finchley-road on the former, to Baker-street on the latter, system.

This will involve the reconstruction of Baker-street station, but will enable a through service to be provided between the Metropolitan main line and the West End of London.

It is further proposed to widen the Metropolitan system between Harrow and Rickmansworth by providing two additional tracks. This will necessitate the reconstruction of several stations, and will form part of an improvement enabling electric working to be extended from Rickmansworth to Amersham.

Other railway works include the construction of a short line at Uxbridge to a point in the High-street, where a new station will be built, the re-siting of Aldgate East station, and the carrying of the Inner Circle at Cromwell-road Kensington under the District main line by a fly-under junction, and bringing it into the centre platforms at South Kensington station. This should do much to reduce the delays, which now occur at this point.

It is further proposed to continue the policy of substituting trolley buses for tramways, and a scheme providing for the conversion of 53 miles of route has been prepared. This covers lines in Hendon, Finchley, Wood Green, Hornsey, Tottenham, Walthamstow, Chingford, Leyton, Wansford, West Ham, East Ham, and North Woolwich.

THE SILENT KNIGHT

Warning In Silence Zones

With the ban on the sounding of horns in silence zones after 11.30 p.m. many people have come forward with ideas for using a light in place of the horn. A bright beam of light flung on to the surface of the road well ahead of a car will give warning of its approach to a corner before the car itself is visible to the driver of another, but where there are street lamps a steady beam of light will not show up so well. A light which flicks on and off would be more likely to attract attention than a constant beam. The Silent Knight is a warning device which automatically flicks the headlights, or a special spotlight, on and off, when the horn button is used for its operation.

The device is compact and fits under the bonnet on the scuttle. It consists of a change-over switch for operating either the lamps or the horn, and a solenoid and magnetic rotor. When the horn is disconnected by the change-over switch, the horn button operates the lamps and gives a flickering effect of 60 or 80 "winks" per minute, the reason being that as current passes into the coil the rotor is attracted by the magnetism induced. The movement of the rotor breaks contact and flicks the light. The rotor returns, establishes an electric circuit once more, is attracted to the magnet and breaks contact again, this process continuing so long as the horn button is depressed.

HUMBER DIVIDEND

The directors of Humber, Ltd., announce that they are recommending at the forthcoming annual general meet dividends of 15 per cent., less tax, on the 15 per cent. non-cumulative preferred ordinary shares of 10s. each, and 10 per cent., less tax, on the deferred ordinary shares of 1s. each for the year ended July 31st, 1934.

CAR-PARKING PROBLEM

Vertical Garages Of The Future

Any device which may lead to the solving of the car-parking problem in large towns must be seriously considered, and there is in London a working model of a garage which can accommodate an exceptionally large number of cars in proportion to its size. This garage is known in England as the Simon Patent Vertical Garage, and it is constructed under a patent originally taken out in the U.S.A. by the Westinghouse Electric and Manufacturing Co., Pittsburgh. It is manufactured by Henry Simon, Ltd., in conjunction with Metropolitan Vickers Electrical Co., Ltd., who are the owners of the English patent.

The garage consists of a number of light cradles, or trays, each one holding a car and being suspended from endless chains. The chains pass over the sprocket wheels at the top and bottom of the building, and are driven by electric motors housed in the basement. The garage would only require one man in charge, to work press buttons like a lift man. Each cradle is numbered, and on pressing the button corresponding to that number the appropriate cradle descends.

The convenience of such a garage built into offices, theatres, cinemas, or blocks of flats is obvious. Cars drive in one at a time, the door is shut, and the cage is lifted until the next empty cage comes round. When a car is required again the cage descends and the car is driven out "untouched by anyone except the owner. An average of about one minute is necessary to remove a particular car. Each machine occupies a space of about 16ft. by 24ft., or less, and a single garage with a height of about 80ft. could take eighteen cars. There is in existence in Chicago a garage with three such vertical units attached to a theatre.

Another adaptation of the idea would be a horizontal garage for

use in underground parks—and public squares. Cars could be stored two high in an excavation about 20ft. deep, since no manoeuvring space need be allowed for.

In the case of blocks of flats the "switches," instead of being push buttons, could be Yale-type locks, each owner having a key for his own car cage. The whole idea is full of possibilities for badly congested areas like the West End of London, where car accommodation is hard to find and parking in the streets is one of the chief causes of traffic blockages.

SEE THAT WET, SEE THAT DRY...

Here is a true story, vouched for by a correspondent living in Aldershot, who relates the adventures of a brother officer. This gentleman was driving his car near Olympia when a brand-new 1935 Frazer Nash shot out, and in avoiding it, he hit a lamp-post. The driver apologised and offered to lend him a car until his was repaired. He accepted, and sallied forth in a new 1935 four-seater. This he parked in Earl's Court, where a police car came round the corner too fast and ran into the parked vehicle, putting it out of action. The police were "quite nice" about it. ("vide Stanley Holloway") and lent him a police Riley.

As he was driving out of town next Sunday, another police car saw the Riley and gave chase, the officers thinking it had been stolen. Our friend was run into the side, and again came to rest at a lamp-post. Came explanations, telephone messages, more apologies, and finally the offer of another car. This offer, however, was not accepted. He went on train, which is unfortunate, for we shall never know how far Fate was willing to take this little joke.

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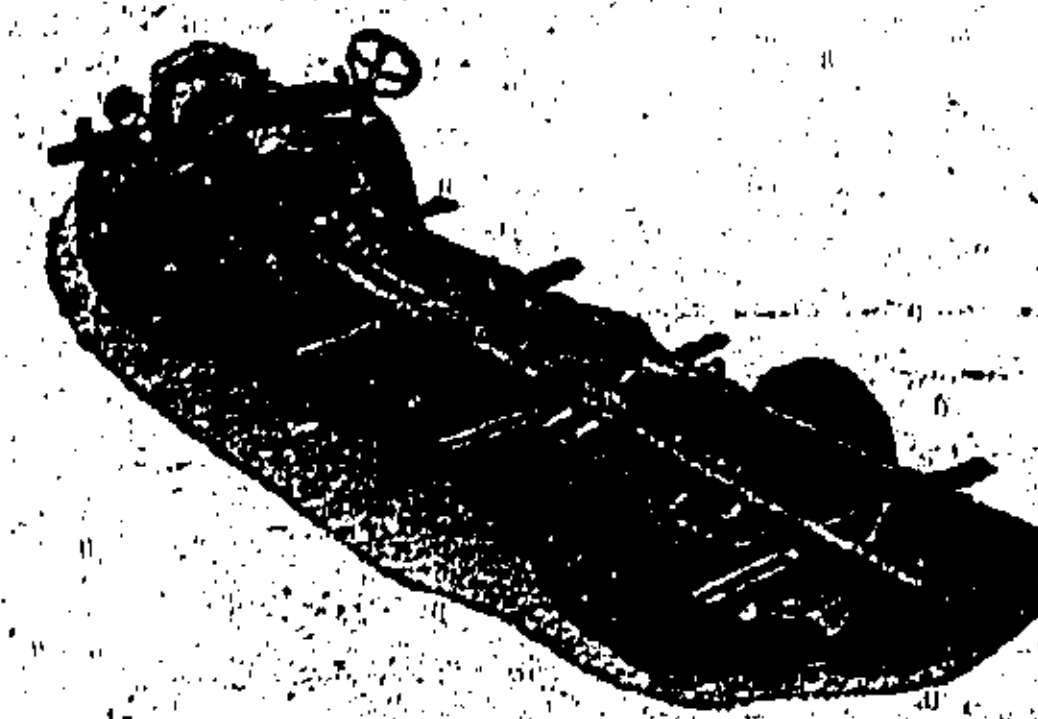
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TO-DAY'S WEATHER FORECAST—(SEE PAGE 8)

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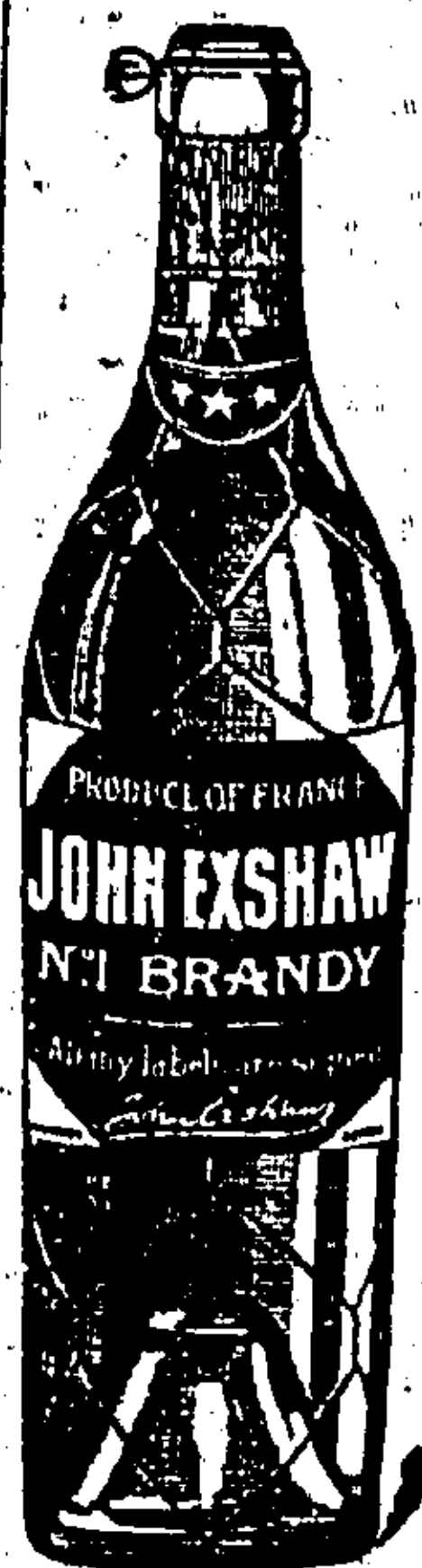
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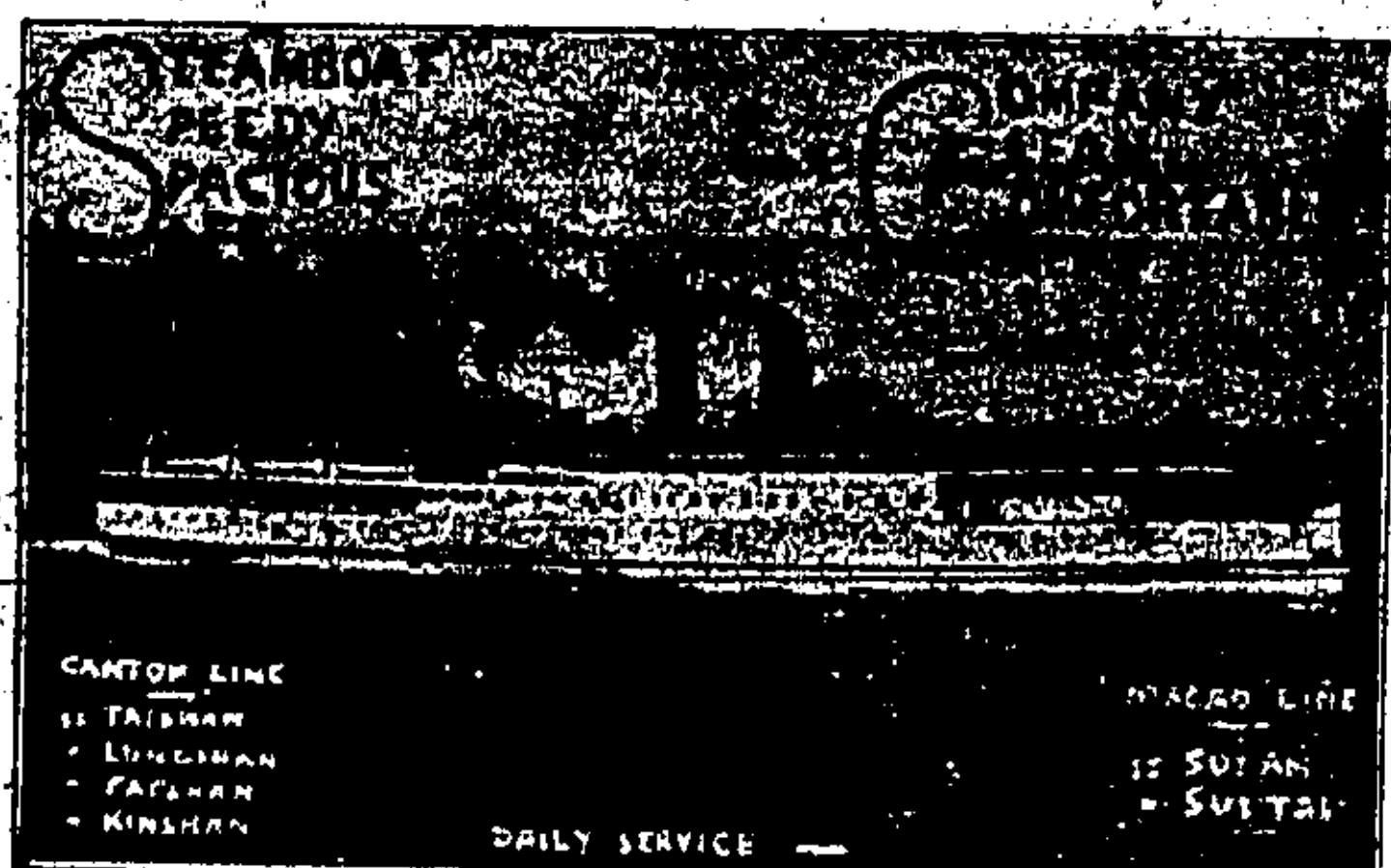
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CANTON LINE	EXCURSION TO MACAO	MACAO LINE
From Hong Kong	SUNDAY, 6th JANUARY, 1935. S.S. "SUI TAI"	From Hong Kong
5.00 A.M.		
10.00 P.M.	will leave Hong Kong at 9.30 A.M. and Macao at 4.30 P.M.	8.00 A.M.
Sundays at 10.00 P.M. only		5.30 P.M.
From Canton	CURTAILED SAILINGS	From Macao
9.00 A.M.	Dayboats to and from Canton will sail on alternate days only.	3.00 A.M.
4.30 P.M. only		2.00 P.M.
Sundays at 4.30 P.M. only		

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THE ARMY

(Special Air Mail Service)
OFFICERS' UNIFORMS

London, Dec. 12. Their Lordships have approved that the list of officers' uniform dresses should be numbered as follows:—1, full dress; 2, ball dress; 3, frock coat and epaulettes dress; 4, frock coat dress; 5, undress; 6, mess dress; 7, mess undress; 8, white full dress; 9, white dress; 10, white undress; 11, white mess dress; and 12, white mess undress. The renumbering affects the last four dresses; a white dress was formerly No. 8a, white undress No. 8b, white mess dress No. 9, and white mess undress No. 10.

THE 51ST (HIGHLAND) DIVISION

Major-General Sir James L. G. Burnett of Leys, C.B., C.M.G., D.S.O., who is shortly relinquishing command of the 51st (Highland) Division of the Territorial Army, was promoted in May, 1931, and took up his divisional command at once. He is one of the senior major-generals. His successor next year, Major-General Wellesley D. S. Brownrigg, D.S.O., was promoted in July while commanding 11th Infantry Brigade at Colchester. He is a Sherwood Forester and was adjutant of the 1st Battalion, spent four years with the 13th Division of the New Armies in Gallipoli, Egypt, and Mesopotamia, under Shaw and Maude, assisted in the work of demobilization, and was G.S.O.1 in the Directorate of Staff Duties. On his return in 1931 he commanded the 159th (Welsh Border) Infantry Brigade, T.A.

A FAMOUS INDIAN SUPPLY OFFICER

There cannot be many officers surviving who made the historic march from Kabul to Kandahar with Lord Roberts in 1880. The death was recorded last week of Colonel William Yelding of the Indian Army, who a generation ago had a reputation as a supply and transport officer only second to that of the late Sir Edward Ward. Colonel Yelding made his reputation in five campaigns, all of which were conducted in countries where there were neither railways nor motor-lorries to simplify the distribution of "supply." Most of these campaigns are not even names to the present generation. Yelding's last active service was in the Somaliland operations in 1903. Few will remember this arduous expedition, conducted in an almost waterless and trackless country, when the gallant Plunket, of the Manchester Regiment, believing that his little independent command was of sufficient strength to crush the Mad Mullah, was overwhelmed and destroyed. Colonel Yelding's death at the ripe age of seventy-eight raises again these ghosts of bygone difficulties and achievements.

SCOTS "BOOST" EACH OTHER

What Dr. Johnson Detected

(Special Air Mail Service)
Edinburgh, Dec. 12. In London Dr. Samuel Johnson detected Scottish "dianness," and he was convinced rightly or wrongly, that Scots conspired to "boost" one another, said Principal Sir Robert Rait (Glasgow University) in his presidential address to the Scottish History Society at their annual meeting in Edinburgh on Saturday.

Touching on the question as to whether Johnson really disliked Scotland and Scotsmen Sir Robert said the doctor might well have been grateful to Scotland for the conversational openings it gave him.

Sir Robert examined the available evidence regarding Dr. Johnson's reputed dislike of Scots and Scotland drawing attention to the fact that of the six amanuenses he employed in the compilation of his Dictionary five were Scotsmen.

Malicious Humour
It would be easy to believe that a malicious sense of humour made the doctor in his dictionary's famous entry under " Scots," say these were the food of " Scots" Scotland and of horses in England. Boswell said this was intended to " vex" the inhabitants of Scotland.

Sir Robert pointed out, however, that Johnson as a boy had obtained porridge for breakfast and on the island of Gull Garry he was fond of dry oatmeal.

Dealing with Dr. Johnson's book on his Hebridean tour, Sir Robert said the narrative seemed to have been written without any prejudice against the Highlanders, and with but little prejudice against the Lowlanders.

Star:—"College Humour."
Entertainments.—Rehearsal "Hiawatha" Cathedral Hall, 8.45 p.m.

Lectures.—Dr. Sherwood Eddy, "Y" Men's Club, 12.30 p.m.
Meetings.—Annual, St. David's Society, Chartered Bank Building, 2nd floor, 5.30 p.m.; Sanitary Board, 4.15 p.m.; Annual, R.A.O.B. Club, 2 Duddell Street, 8 p.m.; Annual, Fanning Hunt and Race Club, Messrs. Jardine, Matheson's Board Room, 5.30 p.m. Women's Fellowship, St. Andrew's Hall, 3 p.m.

Miscellaneous.—St. Andrew's Club "Open" Night, 9 p.m.; Whist Drive, Civil Service Cricket Club, 8.45 p.m.

Moon.—XI. Moon, 28th Day.
Sports
Cricket.—Division II, R.A.S.C. v. R.A.M.C. (L).

Meetings.—Fanning Hunt and Race Club (Messrs. Jardine, Matheson's Board Room), noon.

Hockey.—Ladies' Interport Trial (King's Park), 5 p.m.
Sunrise.—7.04 a.m. Sunset.—5.51 p.m.

Tides.—High at 9.03 ant 19.15. Low at 2.25 and 12.21.

DIARY OF LOCAL EVENTS

TO-DAY

Tuesday, January 1
Anniversaries and Holidays.—New Year's Day. Public Holiday. Circumcision. Chinese National Holiday. (Anniversary of the Chinese Republic, 1912).

Cinemas
King's:—"365 Nights in Hollywood."
Queen's:—"The Merry Widow."
Central:—"Chinese Picture."
Oriental:—"Wonder Bar."
World:—"Chinese Picture."
Alhambra:—"Dames."
Majestic:—"Viva Villa!"
Star:—"College Humour."
Miscellaneous.—St. Andrew's Girls' Guild, 5.30 p.m.
Moon.—XI. Moon, 28th Day.
Social Functions.—New Year Reception, Chinese Chamber of Commerce, 3 p.m.

Sports
Cricket.—Triangular Tournament, Hong Kong C.C. v. Royal Navy (Hong Kong C.C. Ground), 11 a.m.; University Past v. Present (Pokfulam).

Football.—Hong Kong v. Kowloon (Club Ground), 3.30 p.m.
Sunrise.—7.03 a.m. Sunset.—5.50 p.m.
Tides.—High at 5.45 and 17.34. Low at 0.49 and 10.27.

Wednesday, January 2
Anniversaries and Holidays.—New Year Holiday. Bank and Customs Holiday. Chinese National Holiday. Feast of the Holy Name of Jesus.

Cinemas
King's:—"365 Nights in Hollywood."
Queen's:—"The Merry Widow."
Central:—"Chinese Picture."
Oriental:—"The Silver Dollar."
World:—"Chinese Picture."
Alhambra:—"Dames."
Majestic:—"Viva Villa!"
Star:—"College Humour."
Dances.—Sailors and Soldiers Home, 8.30 p.m.

Meetings.—Victoria Chess Club, Lane Crawford's 5.15 p.m.
Miscellaneous.—Claims against the Estate of Andrew Macfarlane Simpson due.

Moon.—XI. Moon, 27th Day.
Sports
Hockey.—Hong Kong Hockey Club Seniors v. Royal Welch Fusiliers (King's Park), 5 p.m.
Rugby.—Club "A" v. A. Navy Fifth (Club Ground), 4.45 p.m.
Sunrise.—7.03 a.m. Sunset.—5.51 p.m.
Tides.—High at 7.50 and 18.23. Low at 1.40 and 11.22.

Thursday, January 3
Anniversaries and Holidays.—New Year Holiday. Bank and Customs Holiday. Chinese National Holiday.

Cinemas
King's:—"365 Nights in Hollywood."
Queen's:—"Student Tour."
Central:—"Chinese Picture."
Oriental:—"The Silver Dollar."
World:—"Chinese Picture."
Alhambra:—"Dames."
Majestic:—"Bewery."

(Continued on Previous Column)

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AIRLINE BODIES AND THEIR FUTURE

Exaggerated Claims Of Speed Benefits

Have streamlined touring bodies a future? Yes! Will they win favour because of the extra speed attainable? No! That is how I would answer the two most common questions put to me.

Nearly twelve months ago, under the heading "The Benefits of Streamlining," I urged in these pages the claims and special attractions of the streamlined body. I illustrated certain possible designs, especially one I plotted in 1933 under the term "Airline," which term I registered. That particular body, built by Thrupp and Maberly, Ltd., to my order, has now covered over 10,000 miles on a 3½-litre Bentley chassis, and I am able to speak from practical experience of the car in seven different countries. "If I were invited to enumerate in order of merit the chief attractions of the Airline type of body, I would place luggage accommodation first, modern and natural appearance second, cleanliness third, and speed and economy last."

It is admitted that a fully streamlined form was not attempted in the design to which I refer, because that would have entailed too exaggerated an appearance and too long a tail projecting dangerously behind the back axle. Neither did I adopt cycle-type wings, which in themselves are beneficial in certain ways, nor a completely enclosed frontal aspect. Rather was the design an attempt to gain as much advantage as possible from a streamline eddy-free form while using a normal radiator and chassis; that is, a modern car of character without being revolutionary.

As to speed, a standard-type Bentley, with any of the various types of standard closed bodies, will exceed 90 m.p.h. Mine has achieved 98 m.p.h., but the opportunities for such speed are so few and far between that I lean to the view that speed in itself is not at all the main consideration. Economy is certainly assisted, but not to the extent of 40 per cent, as has been suggested. I can quote a run from London to Glasgow at a very good average speed, on which the petrol consumption averaged 20.3 m.p.g. Usually the average is 18 m.p.g. These are exceptional results with a 3½-cwt. car of high performance with a two-carburettor engine.

Figures have been advanced during the past twelve months which would indicate that a streamlined body requires less than 50 per cent. of the power required in the case of a normal body at about 80 m.p.h. The Eifel Tower formula figures quoted in my last article on this subject lent support to this view, but this is where theory and practice, I timorously suggest, are not allied. If we were able to adopt perfect streamline forms the oft-quoted calculations of the reduction of drag might be borne out in practice. But a four-wheeled car does not lend itself to perfect streamlining unless the front and tail are extended beyond practical limitations; and, more important still, until the entire underpart of the chassis is streamlined as perfectly as the body and tail, theoretical calculations of drag, I submit, are entirely fallacious.

It may not be possible or practical to streamline the underpart of a normal engine-in-front chassis perfectly, because of the heat and fumes which would be shut in and the inaccessibility of parts which would result, but until these problems are considered and surmounted calculations of the theoretical gain in speed should be modified, or, alternatively, proved by performance, if such a thing is possible.

Ort-repeated maxima do not prove a point. If and when rear-engined chassis become the vogue, the problem of perfectly streamlining the whole of the chassis, both above and below, will be greatly simplified; and then, and then only, will any appreciable gain in touring speed from a given power be observable. It should further be added that all roads twist and turn so that a car manifestly cannot be travelling head on to the wind at all times, even if the wind is in the most favourable general direction. Having thus dealt with exaggerated claims as to speed to my own satisfaction, I revert to the

chief advantage I find in a streamlined body, that is, the more practical one of copious enclosed luggage space. Due to the five seats on my car being arranged between the axles, there is exceptional luggage accommodation in the tail, for it is possible to stow four good-sized suitcases, a valise and three coats inside the tail, weatherproof and secure under a Yale lock. That is how I toured this summer on the Continent. More could have been carried if necessary, as the lid of the compartment folds downwards horizontally and can be used as a grid if desired. I was surprised and disappointed that more 1935 designs at Olympia did not adopt this convenient method of luggage carrying.

Much has been written on the subject of the ideal place for the spare wheel or wheels. If the position at the side is not ideal, it does at any rate permit free use of the tail for luggage, and my present Airline Bentley is the first of many vehicles I have owned to provide enough luggage room for the number of passengers it can accommodate. At the Olympia and Paris Shows one noticed that many big cars had the wheel stored in the tail, where it is neat and unobtrusive, until baggage space is needed.

As to point two, appearance: that, of course, is a matter of opinion. Many have put my car on a far higher plane than I ever conceived. Others do not favour streamlining, but the fact that there were at least six examples of Airline bodies—as opposed to complete streamlining—in the 1935 range at the Show indicates that many approve the style.

Cleanliness is a point seldom mentioned in connection with streamlining, but I can say from experience that the natural air flow around the body results in the tail and sides remarkably clean, and friends, following me on wet roads have told me of what I cannot see, i.e., the extraordinary absence of surging spray around the tail. A gain due to unbroken lines, the body is far easier to clean.

As to comfort, there is every bit as much luxury in an Airline form, as in any other if it is schemed aright, and the most useful natural shelf behind the rear seats as a result of the Airline exterior is a boon.

Streamlined forms of bodies are progressing, the public is becoming rapidly accustomed to the natural and smooth lines adopted, bigger body interiors would be appreciated by all, and already the benefits of the streamline vogue are discernible in normal-type bodies, but in my view too much emphasis has been laid on the claims to extra speed attainable, and not enough on other inherent advantages.

FIRE-RESCUE WORK

Fire-fighting nowadays is a very highly organised branch of public authorities' work, and motor vehicles are being employed more and more by progressive towns and cities. A very useful addition has just been made to Sheffield's fleet, for instance, in the form of a rescue tender mounted on a Dennis Ace chassis.

This is fitted with a draw-bar at the rear for towing a trailer pump and is very fully equipped. It possesses four sets of breathing apparatus, oxygen resuscitating equipment and oxy-acetylene cutting plant. In the main part of the body is a hose reel carrying 180 ft. of hose, which is fed by a pump from a 40 gallon tank. A telescopic ladder is carried on the roof and there is flood-lighting equipment.

COST OF A BEACON

In answer to Mr. Hutchison, the Minister of Transport said in the House of Commons that the approximate cost of providing and erecting a pedestrian-crossing beacon was 30s. The globes were fixed, in the same way as traffic light signals, at about seven feet above the footway, so as to allow sufficient clearance for pedestrians.

MOTOR JOTTINGS

CLEARING MAIN LONDON TRAFFIC HIGHWAYS SCHEMES

Ribbon Development To Be Restricted

As was rather to be expected, the inertia of the highway authorities of Great Britain combined with the eagerness of landowners and speculative builders to seize any opportunity for profit, has led to the use of several of the new by-pass roads being reduced.

This is due to "the form of activity commonly known as ribbon development, a term which is unfortunately by now so familiar as not to require explanation. The result is that householders on these roads are exposed to unnecessary dangers from fast-moving traffic and road transport concerns lose money and time, owing to the congestion caused by waiting vehicles.

To say that this position might have been foreseen is easy, but there is this justification for the statement in that as long ago as 1909 the Development and Road Improvement Funds Act gave the highway authorities power to restrict building development along new roads. The mystery is why this power has not been exercised, except in Surrey, Essex, and Middlesex, where all building within 200 ft. of a main road is prohibited and the number and position of side roads can be regulated. Alternatively, any land for 220 yards on either side of the road can be compulsorily purchased.

This being the position, the British Road Federation have sent a memorandum to the Minister of Transport asking that similar powers should be given to every County Council and that the further extension of ribbon development should thus be prevented.

As regards roads which are already handicapped from this cause, it is suggested that a 15-ft. carriageway should be driven through the 35-ft. grass margins, which usually exist for the accommodation of local and standing traffic, and that bays should also be provided for omnibus stops. If this were done, it is thought that most of the incidental traffic would be cleared off the main highway and conditions greatly improved.

Urgency in the matter is pleaded now that the Road Traffic Act imposes a speed limit in built-up areas. This procedure has of course already been adopted on the Kingston By-pass and might be extended.

THIRD-PARTY INSURANCE

Operative From January 1

The Minister of Transport has decided to bring into operation on January 1st, 1935, the provisions of Part II of the Road Traffic Act, 1934, and to alter the Motor Vehicles (Third Party Risks) Regulations, 1933.

The Act provides that certain classes of limitations on a policy shall have no effect so far as concerns third-party personal injury claims as required to be covered by the Road Traffic Acts, 1930 and 1934. The Act also imposes the liability to pay the 12s. 6d. emergency treatment fee.

The authorised insurers desire to make it clear to all policyholders that there is no need for them to return their existing certificates or communicate with their insurers with regard to the conditions which will be applicable after January 1st. Existing policies and certificates will be held to provide the insurance required by the new provisions until such policies and certificates expire, except in cases where individual notice is given to the policyholders.

Policyholders are reminded that, if an accident occurs when a motor vehicle is used in contravention of the terms or conditions of the insurance policy, some insurers may exercise their right to recover from the policyholder compensation which has been paid in respect of a third-party personal injury claim.

The London Passenger Transport Board is to take steps, during the next session of Parliament, to secure powers such as will enable them to improve passenger transport facilities in both inner and outer London. The advantages of unified control over these services are shown in the proposal to link the Metropolitan and Bakerloo lines by a Tube railway running from Finchley Road on the former, to Baker Street on the latter, system.

This will involve the reconstruction of Baker Street station, but will enable a through service to be provided between the Metropolitan main line and the West End of London.

It is further proposed to widen the Metropolitan system between Harrow and Rickmansworth by providing two additional tracks. This will necessitate the reconstruction of several stations, and will form part of an improvement enabling electric working to be extended from Rickmansworth to Amersham.

Other railway works include the construction of a short line at Uxbridge to a point in the High Street, where a new station will be built, the re-siting of Aldgate East station, and the carrying of the Inner Circle at Clomwell Road Kensington under the District main line by a fly-under junction, and bringing it into the centre platforms at South Kensington station. This should do much to reduce the delays, which now occur at this point.

It is further proposed to continue the policy of substituting trolley buses for trams, and a scheme providing for the conversion of 55 miles of route has been prepared. This covers lines in Hendon, Finchley, Wood Green, Hornsey, Tottenham, Walthamstow, Chingford, Leyton, Wansford, West Ham, East Ham, and North Woodwich.

THE SILENT KNIGHT

Warning In Silence Zones

With the ban on the sounding of horns in silence zones after 11.30 p.m., many people have come forward with ideas for using a light in place of the horn. A bright beam of light hung on to the surface of the road well ahead of a car will give warning of its approach to a corner before the car itself is visible to the driver of another, but where there are street lamps a steady beam of light will not show up so well. A light which flicks on and off would be more likely to attract attention than a constant beam. The Silent Knight is a warning device which automatically flicks the headlights, or a special spotlight, on and off, when the horn button is used for its operation.

The device is compact and fits under the bonnet on the scuttle. It consists of a change-over switch for operating either the lamps or the horn, and a solenoid and magnetic rotor. When the horn is disconnected by the change-over switch, the horn button operates the lamps and gives a flickering effect of 60 or 80 "winks" per minute, the reason being that as current passes into the coil the rotor is attracted by the magnetism induced. The movement of the rotor breaks contact and flicks the light. The rotor returns, establishes an electric circuit once more, is attracted to the magnet and breaks contact again, this process continuing so long as the horn button is depressed.

HUMBER DIVIDEND

The directors of Humber, Ltd., announce that they are recommending at the forthcoming annual general meeting a dividend of 15 per cent. less tax on the 15 per cent. non-cumulative preferred ordinary shares of 10s. each, and 10 per cent. less tax on the deferred ordinary shares of 1s. each for the year ended July 31st, 1934.

CAR-PAKING PROBLEM

Vertical Garages Of The Future

Any device which may lead to the solving of the car-parking problem in large towns must be seriously considered, and there is in London a working model of a garage which can accommodate an exceptionally large number of cars in proportion to its size. This garage is known in England as the Simon Patent Vertical Garage, and it is constructed under a patent originally taken out in the U.S.A. by the Westinghouse Electric and Manufacturing Co., Pittsburg. It is manufactured by Henry Simon, Ltd., in conjunction with Metropolitan Vickers Electrical Co., Ltd., who are the owners of the English patent.

The garage consists of a number of light cradles, or trays, each one holding a car and being suspended from endless chains. The chains pass over the sprocket wheels at the top and bottom of the building, and are driven by electric motors housed in the basement. The garage would only require one man in charge, to work press buttons like a lift man. Each cradle is numbered, and on pressing the button corresponding to that number the appropriate cradle descends.

The convenience of such a garage built into offices, theatres, cinemas, or blocks of flats is obvious. Cars drive in, one at a time, the door is shut, and the cage is lifted until the next empty cage comes round. When a car is required again the cage descends and the car is driven out untouched by anyone except the owner. An average of about one minute is necessary to remove a particular car. Each machine occupies a space of about 16ft. by 24ft., or less, and a single garage with a height of about 80ft. could take eighteen cars. There is in existence in Chicago a garage with three such vertical units attached to a theatre.

Another adaptation of the idea would be a horizontal garage for

use in underground parks and public squares. Cars could be stored two high in an excavation about 20ft. deep, since no manoeuvring space need be allowed for.

In the case of blocks of flats the switches, instead of being push buttons, could be Yale-type locks, each owner having a key for his own car cage. The whole idea is full of possibilities for badly congested areas like the West End of London, where car accommodation is hard to find and parking in the streets is one of the chief causes of traffic blockages.

SEE THAT WET, SEE THAT DRY

Here is a true story, vouched for by a correspondent living in Aldershot, who relates the adventures of a brother officer. This gentleman was driving his car near Olympia when a brand-new 1935 Frazer Nash shot out, and in avoiding it, he hit a lamp-post. The driver apologised and offered to lend him a car until his was repaired. He accepted, and sallied forth in a new 1935 four-seater. This he parked in Earl's Court, where a police car came round the corner too fast and ran into the parked vehicle, putting it out of action. The police were "quite nice" about it ("vide Stanley Holloway"), and lent him a police lorry.

As he was driving out of town next Sunday, another police car saw the Riley and gave chase, the officers thinking it had been stolen. Our friend was run into the side, and again came to rest at a lamp-post. Came explanations, telephone messages, more apologies, and finally the offer of another car. This offer, however, was not accepted. He went on train, which is unfortunate, for we shall never know how far fate was willing to take this little joke.

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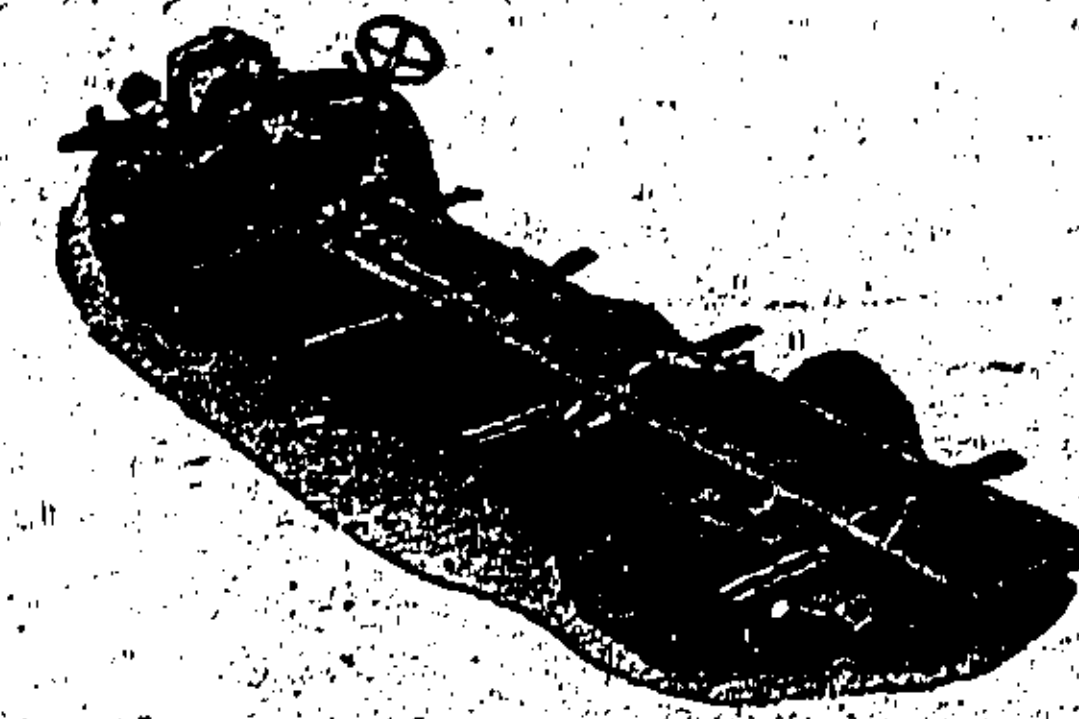
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MOVIE NEWS

Mae West is planning to write her autobiography as soon as she has finished work on "Now I'm a Lady."

Noah Beery, Jun., has been given a contract by Universal as a result of his work in a serial.

Constance Cummings is to appear in a Broadway play "Old Love" which will be directed by her husband Benn Levy.

Margaret Sullivan has married William Wyler at Yuma, Arizona. Miss Sullivan who is twenty-two has been married once before. Mr. Wyler has just finished directing Miss Sullivan's latest picture "The Good Fairy."

Paul Robeson is going to Hollywood to appear with Will Rogers in "Steamboat Around the Bend." Despite the title will not be a "showboat" picture, but a story of the Louisiana bayous.

Stepin Fetchit has his contract renewed for another year by Fox.

Una O'Connor has been thrown from a horse and seriously injured. She will probably be confined to bed for several weeks.

Wera Engels is to have Ivan Lebedeff as her leading man in "Sweep-stake Annie." Hollywood gossip says that Mr. Lebedeff would like to enjoy the same status in private life.

Spencer Tracy has smoothed out his recent difficulties with Fox and has been given a new two years contract.

For "Little Men," an independently produced sequel to Radio's "Little Women," O'Brien Moore and Ralph Morgan have been given the parts previously played by Katharine Hepburn and Paul Lukas. Frankie Darro, Buster Phelps, Junior Durkin and Dickie Moore are among the fifteen child-actors already cast.

Paramount and MGM. are disagreeing over Florence Nightingale. MGM. have announced that they intend to produce a story of her life called "The Brave Live On." Paramount contend that they have already staked a claim to this particular subject of screen-biography.

BELIEVE IT OR NOT

Visitors to the San Fernando Valley, location in California where King Vidor directed "Our Daily Bread" his first independent production for release through United Artists, saw a choice item for Mr. Robert Ripley, creator of "Believe It or Not," in the fact that Karen Morley, who plays the leading feminine role, is Mrs. Vidor in private life, but not Mrs. King Vidor.

Karen is the wife of Charles Vidor, also a prominent film director, but no relative of the King Vidor who wrote, produced and directed "Our Daily Bread."

BEST WISHES FOR 1935

BEHIND THE SCREEN IN HOLLYWOOD

ANNA STEN'S DOUBLE

When Anna Sten left Hollywood recently for a vacation of four weeks in New York, the strange circumstance which made this trip possible was brought to light for the first time.

To begin with Miss Sten, who had just completed two months of hard work in making "We Live Again," the Samuel Goldwyn production in which she is co-starring with Fredric March, was confronted with the sad prospect of no vacation at all. Within four weeks work was to be started on "The Wedding Night," her third Goldwyn picture, in which she she will be starred with Gary

Cooper. This four weeks was to have been spent by the blonde Russian star at the studios, going through the wracking tedium of hundreds of costume posings and still camera tests in preparation for her role in the new photoplay.

But in the nick of time, and to the general easement of the fatigued Miss Sten, it was discovered that a substitute had been found who resembled her almost exactly. This meant that the lovely Anna could enjoy the ensuing four weeks at her leisure in the metropolis—which is exactly what she did, spending the time in shopping tours, in attending the Radio City Music Hall, the world's largest theatre, where her picture, like its predecessor, "Nana," played to full houses, in visiting friends and in automobile-riding through the countryside nearby.

The fortunate girl whose height, weight, colour of hair, shade of eyes and physique so closely resemble those of Miss Sten is Ruth Moody, a graduate of the University of Colorado, U. S. A., who was working as a chorine on one of the sets of "Kid Millions," the Eddie Cantor picture, when Samuel Goldwyn suddenly detected her visual affinity for Anna Sten. After exhaustive tests it was determined that Miss Moody was a camera twin to the Russian star, and she was assigned to the "stand-in" duties which sent the lucky Anna speeding off on a four-weeks' rest.

Oddly enough, the similarity of the two girls does not stop at the camera lens. Miss Sten's mother was a Swedish actress before she was married. So was Miss Moody's.



Anna Sten and Fredric March in "We Live Again"

UNIQUE GIFTS

Douglas Fairbanks, who recently returned to Hollywood, told friends of a unique exchange of gifts in which he recently participated.

When he was in Barcelona filming exteriors for London Films' "The Private Life of Don Juan," for release through United Artists, he was informed that Lalandia, famous matador, had selected him for the honour of having the bull "dedicated" to him at the bullfight that afternoon.

In accordance with the etiquette of the occasion, Doug purchased a handsome gift in the form of a silver cigarette case. All went off according to custom. The matador handed up his hat to Doug before the fight, and when the bull had been summarily killed, Doug passed it back with the gift inside. But Doug was not a little surprised next morning when Lalandia called at his hotel and brought him a gift—the ears and tail of the lately deceased bull!

ONE ON EDDIE CANTOR

Credit Sam Goldwyn with a delightful Eddie Cantor yarn. It seems that during the many years that Eddie was on the stage he kept in his dressing room a huge autograph album. In it he collected the signatures of the famous in all walks of life, for his daughter, Marjorie, who has now grown up and become his secretary. The volume grew to greater and greater proportions until it contained one of the most amazing autograph collections in the world.

One day Eddie and young Marjorie were turning its pages, marvelling at the procession of distinguished names which met their eyes. He exclaimed:

"Gosh! Here's an autograph album kept by my own daughter—and I've never signed my name in it. Give me a pen quick!"

Marjorie protested: "No! No! Don't you sign there, Daddy. It's only for celebrities!"



Dorothea Wieck, sensational star of "Mädchen in Uniform," who makes her American debut in Paramount's "Cradle Song," coming soon to the King's Theatre. It is from the famous story play by G. M. Martin's Sierra and was adapted for the screen by Marc Connelly, author of the Pulitzer Prize play, "The Green Pastures."

MOST INTERVIEWED GIRL IN LONDON

Merle Oberon, a recent arrival to the Hollywood scene, is the most photographed and most interviewed girl in London. Darryl F. Zanuck sent her to play in Twentieth Century's "Folies Bergere de Paris," which will be released through United Artists. Two years ago she was a young girl from Tasmania come to London to try her luck in pictures.

It was by sheerest chance that Alexander Korda, who was then directing Leslie Howard in "Reveries for Ladies," strolled off the set and saw her standing alone in a corner of the studio.

Korda, struck with her exotic loveliness, asked her name. It was Estelle O'Brien—but that meant very little to him. What did mean a great deal, however, was that two days later Korda had completed a screen test of her and that it was one of the most successful in his entire career of thousands of screen tests.

The director asked Miss O'Brien to cancel her return ticket to Tasmania. Miss O'Brien consented, reasoning that Tasmania has been stationed off the coast of Australia for many years and would probably stay there long enough to allow her a chance at the movies. She could go back later.

To-day, just two years later, Estelle O'Brien is Merle Oberon and her record, among other things, includes a starring role opposite Douglas Fairbanks in "The Private Life of Don Juan" and a co-starring part with Leslie Howard in "The Scarlet Pimpernel."

In Hollywood, now, Merle will appear in not more than one picture. She has received numerous offers from other American producers, but she has always refused them on the plea that she preferred to be built up slowly and carefully by the director who discovered her and who has steered her to stardom. After making "Folies Bergere de Paris," in which she will appear with Maurice Chevalier, she will leave Hollywood for London and the sponsorship of Alexander Korda.

Miss Oberon was the first member of a group of talent signed by Korda when he inaugurated the producing company now known as London Films.



Merle Oberon in "The Private Life of Don Juan"

LACE WILL BE POPULAR

"This costume," continued Banton, "typifies what I mean by my particular leaning this season towards the 'lack of ornamentation,' for I shall forget completely about flowers, feathers and any sort of intricate trimming."

Banton also hinted that he intends to use quantities of lace and said that in the collection of costumes he has just designed for Marietta Dietrich to wear in "CARNIVAL IN SPAIN," almost every gown will be in lace or carry a touch of it somewhere.

The Paramount stylist spoke of capes for evening wraps and described one which he has made for Mae West, whose BELLE OF THE NINETEENTH CENTURY will soon be seen. It is severely plain about the shoulders, and is reversible with black velvet on one side and broadtail on the other. The cape is but circular and could be copied in a thicker fur or in almost any kind of fabric. Its length is the ideal for evening, halfway between the knee and the ankle. Miss West will wear it over a black velvet gown.

"THE GAY DIVORCEE"

Called Screen's First True Musical Comedy

"The Gay Divorcee" is declared to be the first "true musical comedy" ever presented on the screen. Studio officials, it is said, exhausted every possibility to accurately capture the giddy, headlong speed of the plot, which, as a state play starring Fred Astaire, played 238 performances in New York and six months in the Palace Theatre, London.

Hit numbers of the original play have been retained, including the celebrated "Night and Day" number, to the music of which Astaire does his famous "Dance of Moods." There is also Astaire's sensational wild dance of joy and abandonment, wherein, having at last won Ginger Rogers, the lady of his dreams, he celebrates with a daring reprise of "The Continental" over tables, chairs, davenport and what-nots.

The play itself is one of Broadway's historic incidents. Several times it was owned by rather desperate producers caught with a Theatre on their hands and no play to produce. When they found something they thought was better, they passed the play along at a bargain rate. Eventually it made fortunes for those who finally produced it.

Latest news from Hollywood says that Chaplin is considering dialogue for his forthcoming picture after all. He is reported to have written a great deal for himself, and is trying it out on prominent directors in order to canvass their opinions.

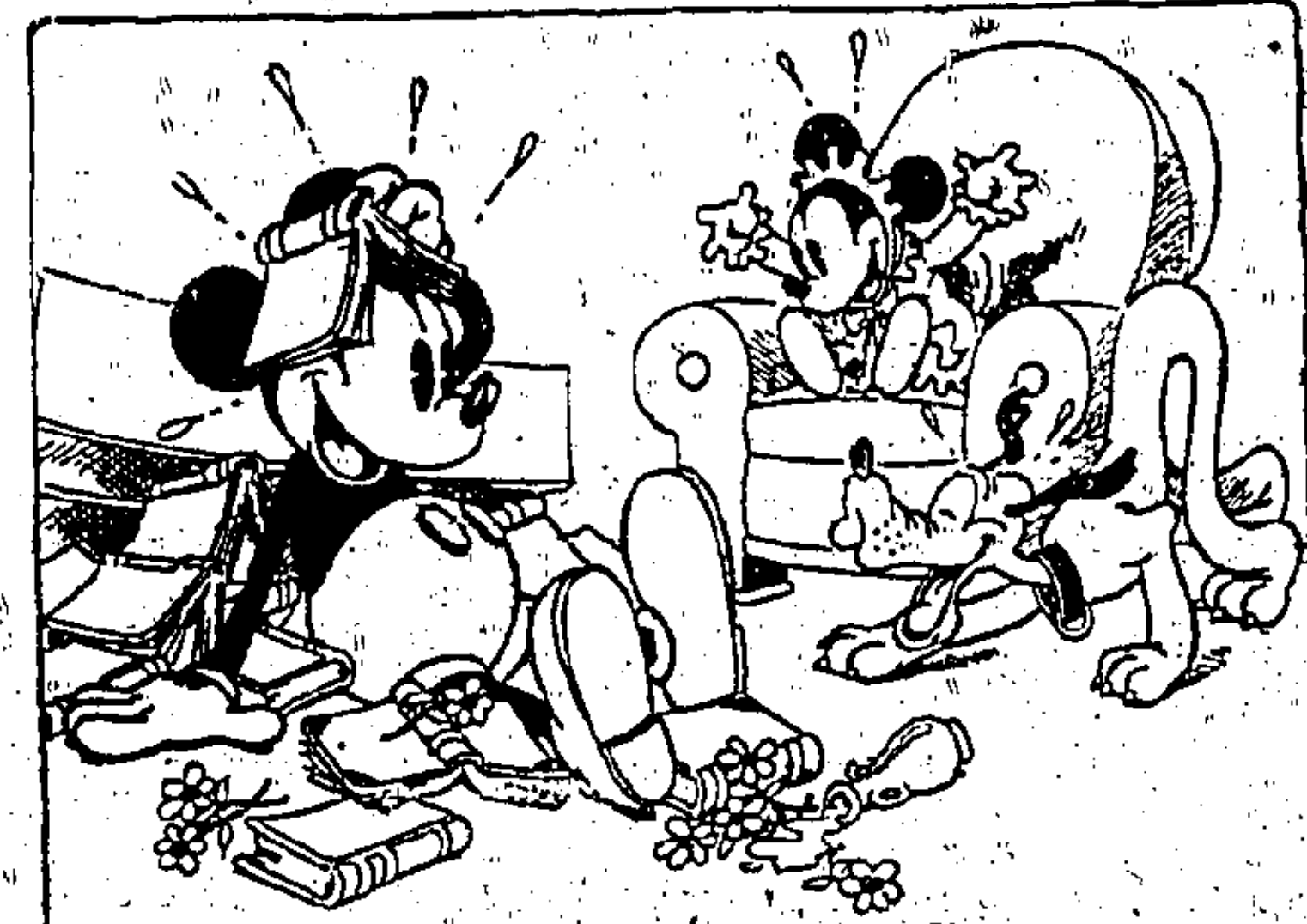
AIR TRAFFIC COPS

An aviator who persisted in circling over the studio and interfering with sound recording of outdoor scenes during the filming of Reliance's "Transatlantic Merry-Go-Round," in which Jack Benny, Nancy Carroll, Gene Raymond and Sydney Howard head an all-star cast of screen and radio favourites, learned that there really are air traffic cops.

When strens failed to chase the nuisance, a complaint was phoned to the sky police. Inside of fifteen minutes a police plane arrived, signaled its authority to the offender and forced him to ground at a nearby airport. The airman pleaded that he was merely trying to get a bird's eye view of film-making.



Sid Silvers (left) and Sydney Howard in "Transatlantic Merry-Go-Round"



SCENE FROM WALT DISNEY'S MICKEY MOUSE PRODUCTION "MICKEY PLAYS PAPA"

"It is gratifying to note that the quality of Craven A is absolutely unvarying"

★ The original letter is held at Arcadia Works and its authenticity can be verified.

"Candidly, I think there are few brands of either cigarette or tobacco that I have not sampled at one time or another; and the only time I smoke a cigarette is after each meal—or sometimes when a pipe is not suitable."

The object of my writing to you is to acquaint you with the fact that your Craven "A" Cigarettes are the only ones I can smoke with any pleasure, and I think it is generally conceded that pipe smokers look upon the average cigarette as too insipid."

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INNER FOIL
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the cap comes
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and conveniently.

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JAMES DUNN and ALICE FAYE seem pretty pleased with one another, while the irrepressible team of FRANK MITCHELL and JACK DURANT look on. All four are featured in the new Fox Film production, "365 Nights in Hollywood."

UNDER-FED RATS FOR SCENE

Hollywood's boast that it can supply any kind of animal, bird, fish, reptile or insect for motion picture work at a moment's notice was challenged by director Rowland V. Lee during the filming of Relliance's "The Count of Monte Cristo," in which Elissa Landi and Robert Donat play the leading roles.

Lee's aides experienced no difficulty finding rare types of parrots, a Malayan bear, a Chacma baboon and specimens of ringtail, spider and rhesus monkeys for the Marseilles wharf scenes, but locating a dozen under-fed rats for the Chateau d'If prison scenes, was a different proposition. Some camera-conscious rodents were finally tracked down in a deserted Los Angeles warehouse, and they got the job. After several meals of cheese at the film company's expense, they were eventually dispatched to the rat hereafter.

MOVIE NEWS

The major Hollywood Studios are frantically combing Broadway for artists with much musical-comedy or revue experience. The demand for such performance is stated to be comparable with that of the first musical cycle days of 1929.

Production on "Marie Antoinette" has been abandoned at Culver City Official reason: "Pending events" necessitate the retirement from the screen of Norma Shearer for some time.

Ex-pugilist stars and directors will act as judges at the forthcoming boxing matches in the Hollywood Legion Stadium. Among them are: Victor Jory, Alfred E. Green, Al Jolson, David Butler, and George Raft.

A Mickey Mouse Matinee was held at the Leicester Square Theatre on December 21st in aid of the North-Western Child Guidance Clinic. Gifts and a Gala Tea for children were among the attractions. Tickets from 3s. 6d. upwards.

It has been decided that next picture for Mala and Lotus Long will be "Type" based on the novel by Whyte-Melville, author of "Moby Dick." W.S. Van Dyke will direct, and a great proportion of the film will be shot in the South Seas.

FLASHES FROM HOLLYWOOD

New pictures going into immediate production on the RKO Radio lot are "Roberta," musical, with Irene Dunne, Fred Astaire and Ginger Rogers; "Three Musketeers"; and the first of the technicolor features "Becky Sharp," with Miriam Hopkins, adapted from Thackeray's "Vanity Fair."

Irving Berlin, famous composer, has been signed by RKO to collaborate in the production of a big musical to star Fred Astaire and Ginger Rogers. Pandro Berman will produce with Mark Sandrich directing, the same combination that made "Gay Divorcee."

Sir James Barrie's famous classic "The Little Minister" has been completed and was scheduled to open in the Radio Music Hall, New York, during Christmas week.

"365 NIGHTS IN HOLLYWOOD"

Beginning At The King's

Hailed as "the laughing low-down on the world's dizziest city," the Fox Film production, "365 Nights in Hollywood," will begin an engagement to-day on the screen of the King's Theatre.

All advance reports state that here at last is a story with a new slant on Hollywood. Written by Jimmy Starr, the movie colony's ace columnist and commentator, "365 Nights in Hollywood" tells the story of a girl, a boy and two adagio ice-men who turn the flicker city upside down.

The picture laughs at many of the foibles and the fancies of the screen great and their native heath. In particular it is said to hold its sides over the phoney movie schools which flourish in that centre of "side" and capital of charlatans.

Alice Faye is seen as "a young screen aspirant from Peoria (of all places) Illinois, while Jimmy Dunn is cast as a smart cracking picture director who has had his moment in the sun and finds the shade a trifle chilly. Her problem is to get to the top. His is to get there too which is just about twice as hard once you've already been there.

Frank Mitchell and Jack Durant are a pair of slightly cuckoo ice-men who pick Alice as a star and then set out to pave the way for her success. Preview audiences are said to have roared themselves into the aisles at the merry antics of this team of zanies.

Here, it appears, is one of the fastest, funniest, comedies in a decade. To judge from all reports, you'll cheat yourself of 365 loud laughs and 365 thrills if you miss "365 Nights in Hollywood."

"SILVER DOLLAR"

At The Oriental

A picture filled with the thrill and romance of pioneer life in the mad gold rush days will be seen in "Silver Dollar" showing at the Oriental Theatre on Wednesday and Thursday while Yola and Paul the famous dancers will appear on the stage.

Edward G. Robinson, famous for his powerful screen characterizations, has the intense and colourful role of Yates Martin the Silver King, who rose from poverty to riches overnight. Bebe Daniels and Aline MacMahon head a notable supporting cast, which includes Jobyna Howland, DeWitt, Jennings, Robert Warwick, Harry Holman, Russell Simpson, John Marston, Charles Middleton and Marjorie Gateson.

The picture presents Robinson as a rough miner with a "Midastouch" who soars from poverty to wealth and power. When romance touches him, he discards the wife who has stood faithfully at his side in the struggle for riches, and with a younger, more beautiful woman starts on a career of eccentricities that startled the world. While at the peak of his wealth and fame, his fortune collapses.

"Murder in Tin Pan Alley" will be the next Wheeler and Woolsey feature, production of which will soon be under way.

SHOWING
TO-DAY
AT
2.30, 5.10, 7.15
& 9.30 P.M.

KING'S

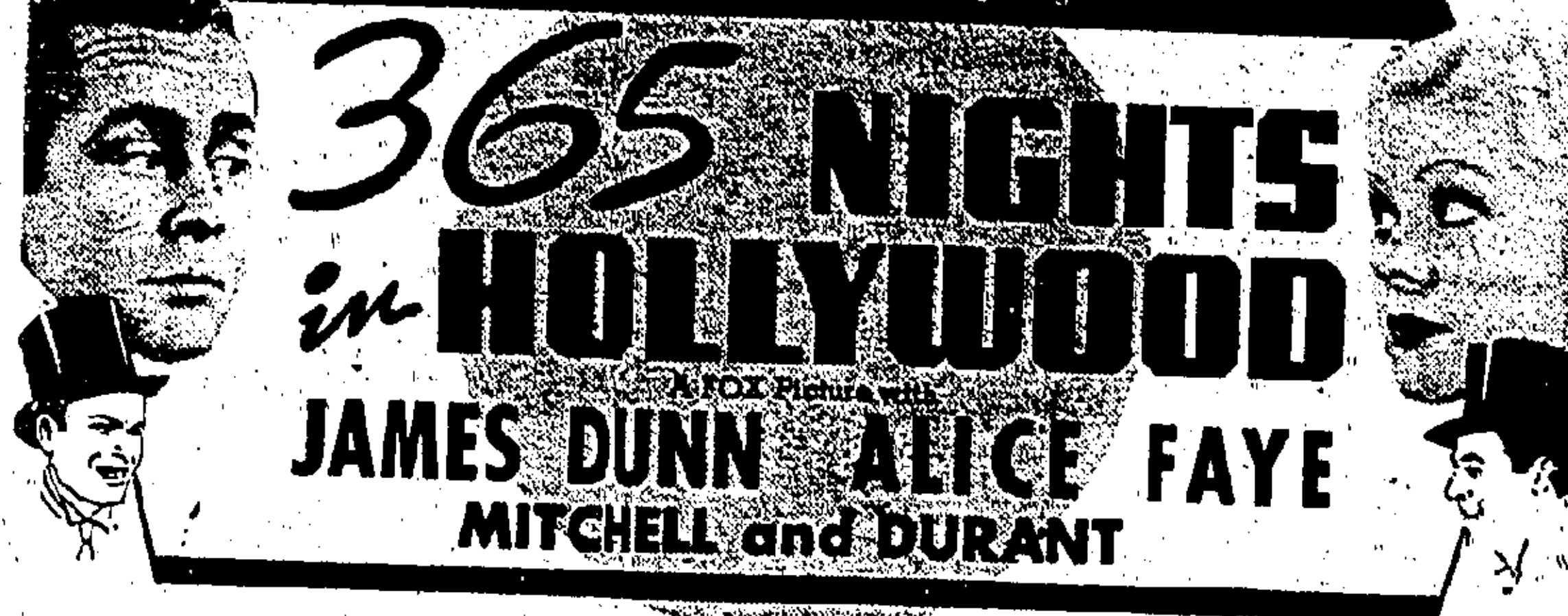
BOOKING
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25832

THE MANAGEMENT WISH YOU ALL
A HAPPY AND PROSPEROUS NEW YEAR.

GRAND NEW YEAR DOUBLE ATTRACTIONS!

YOU'LL NEED A ZIPPER TO PULL YOURSELF TOGETHER!

After you've split your sides laughing at



BUSTER KEATON IN "THE GOLD GHOST"
AN EDUCATIONAL COMEDY
NEXT CHANGE DOROTHEA WIECK IN "CRADLE SONG" A PARAMOUNT PICTURE

"CRADLE SONG"

Hollywood is speculating about Dorothea Wieck. It is wondering whether history, in the case of this serenely exotic actress who took United States screen audiences by storm in "Maedchen in Uniform," will repeat itself and whether the old superstition, "all good things run in threes" will hold good for her Hollywood career.

"Cradle Song," her first American picture just completed for Paramount, (coming on Saturday to the King's Theatre), will be Miss Wieck's third screen production in other than a minor role. Her first "Maedchen in Uniform," skyrocketed Miss Wieck to international fame, "Anna and Elizabeth," also made in Europe, added to her laurels as a dramatic and emotional actress.

With "Cradle Song," also, she stands in line, along with Ruth Chatterton and Helen Hayes, to be the third actress likely to register a success in a mother-love part. Ruth Chatterton, after appearing in several early talking pictures, registered her great screen success in "Madame X" and "Sarah and Son." Helen Hayes, to screen fans at large little more than an unknown quantity from the legitimate stage, held screen audiences spell-bound in "The Sin of Madelon Claudet."

Miss Wieck, herself, has little fear for the reception.

She is equally matter-of-fact about the business of her acting. She has no formula, she declares. But she is nervous at her work, and finds it difficult to relax from the time the picture begins until it is finished.

STUDENT TOUR

Coming Soon To The Queen's

With Jimmy Durante as a rough-neck college athletic trainer and Charles Butterworth as an absent-minded professor, "Student Tour," one of the season's most sparkling screen musical comedies is scheduled for early release at the Queen's Theatre.

This is the picture which introduces the "Carlo," sensational new ballroom dance number which is sweeping the world, and includes a number of song hits.

Young athletes and co-eds recruited from colleges and universities form the body of the cast, which also includes Monte Blue, Maxine Doyle, Phil Regan and other notables.

Maxine Doyle, a brand new screen face, has the feminine lead in the picture opposite Phil Regan, another newcomer to the screen. His lithe tenor voice hitherto heard over the airways, now wins more admiration when he renders several of the hit songs of the picture.

Comedies ably supplied by those two contrasting types of fun-makers, Durante himself, the "dumb and dem" expert, and Charles Butterworth, whose drolery is almost peccant. The combination is "wide open" for side-splitting humour.

The story deals with a round-the-world cruise made by a group of college athletes and their lovely co-eds girl friends. It is lavishly sprinkled with new music and was directed for Metro-Goldwyn-Mayer by Charles F. Riesner.

"DAMES"

Opening To-day At The Alhambra

"Dames," Warner Bros' newest and most spectacular musical comedy romance, opens to-day at the Alhambra Theatre, with an all star cast headed by Joan Blondell, Dick Powell and Ruby Keeler.

Three hundred beautiful girls dance and frolic in beautiful and complicated ensembles that are said to be the most novel and most sensational yet created by that master of special numbers, Busby Berkeley.

The picture is said to contain a number of the catchiest songs of the year, written by three teams of ace songsters, Warren and Dubin, Fain and Kahal and Dixon and Wrubel. These are sung by Dick Powell, Ruby Keeler, Joan Blondell and Phil Regan, radio's "Singing Cop."

The story, by Robert Lord and Delmer Daves, carries a definite plot which is said to be one of the most hilarious on record. Joan Blondell heads the cast in the role of a chorus girl madcap who delights in embarrassing dignified gentlemen, and who eventually weds a millionaire moralist.

Dick Powell and Ruby Keeler furnish most of the romance as a pair of lovers whose match is unorthodox to their families. Three famous comedians, Zasu Pitts, Guy Kibbee and Hugh Herbert, provide a large share of the comedy.

Others in the cast include Arthur Vinton, Sammy Fain and Arthur Aylesworth.

TO-DAY AT THE CINEMA

HONG KONG

KING'S:-

"365 Nights in Hollywood"

QUEEN'S:-

"The Merry Widow"

ORIENTAL:-

"Wonder Bar"

KOWLOON

MAJESTIC:-

"Viva Villa"

ALHAMBRA:-

"Dames"

Coming

KING'S:-

"Cradle Song"

ORIENTAL:-

"Silver Dollar"

MAJESTIC THEATRE

Nathan Road, Kowloon. Tel. 57222

TO-DAY & TO-MORROW

At 2.30, 5.20, 7.10 & 9.0 P.M.

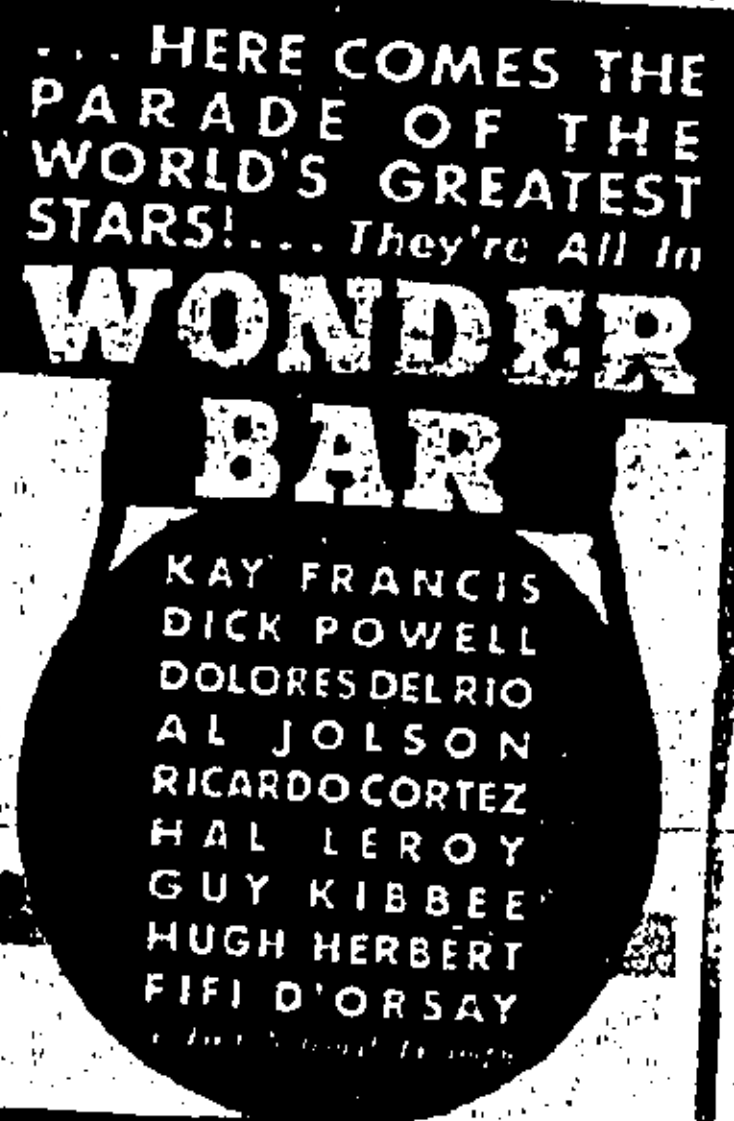


WALLACE BEERY

STARTING OUT WITH FIVE MEN ON STOLEN HORSES HE CONQUERED A NATION WITH A WOMAN TO SHAPE EACH STEP IN HIS TRIUMPH!

ORIENTAL THEATRE

LAST 4 TIMES TO-DAY AL JOLSON AND THOUSANDS OF OTHERS IN THE WONDER SHOW OF THE CENTURY.



TO-MORROW & THURSDAY GRAND DOUBLE SHOW ON THE STAGE YOLA & PAUL International Entertainers in ORIGINAL DANCES, ON THE SCREEN



THE MERRY WIDOW

Now Showing At The Queen's

"Basket weave dancing" and "musical retrospects" are among the amazing devices, appealing with new effects to eye or ear, in Ernst Lubitsch's spectacular production of "The Merry Widow" now showing at the Queen's Theatre.

The "Basket Weave" is a new dance executed by the Albertina Rasch ballerinas in the great Embassy sequence of the Metro-Goldwyn-Mayer spectacle. Dances in differently coloured costumes weave in and out in an "over and under" movement exactly as reeds are interwoven in making a basket. The effect is amazing.

The "musical retrospect" is heard in the sequence where Maurice Chevalier is on trial and events of the past go through his mind. Instead of showing this by pictured scenes "dissolving" into each other, the music that accompanied the different events is heard, blending or "dissolving" from one air to another just as the pictorial "retrospect" is photographed.

The Embassy sequence is the most elaborate in the haunting transcription of Franz Lehar's gay Viennese romance. The largest set in the history of the studio housed it: hundreds of dancers are seen, and it is here that the glamorous "Merry Widow Waltz" is presented.

The co-stars are supported by Una Merkel, Edward Everett Horton, George Barbier, Ruth Channing, Donald Meek and others of note. Jeanette MacDonald and Maurice Chevalier sing several songs each and do it very beautifully.

SHOWING
TO-DAY

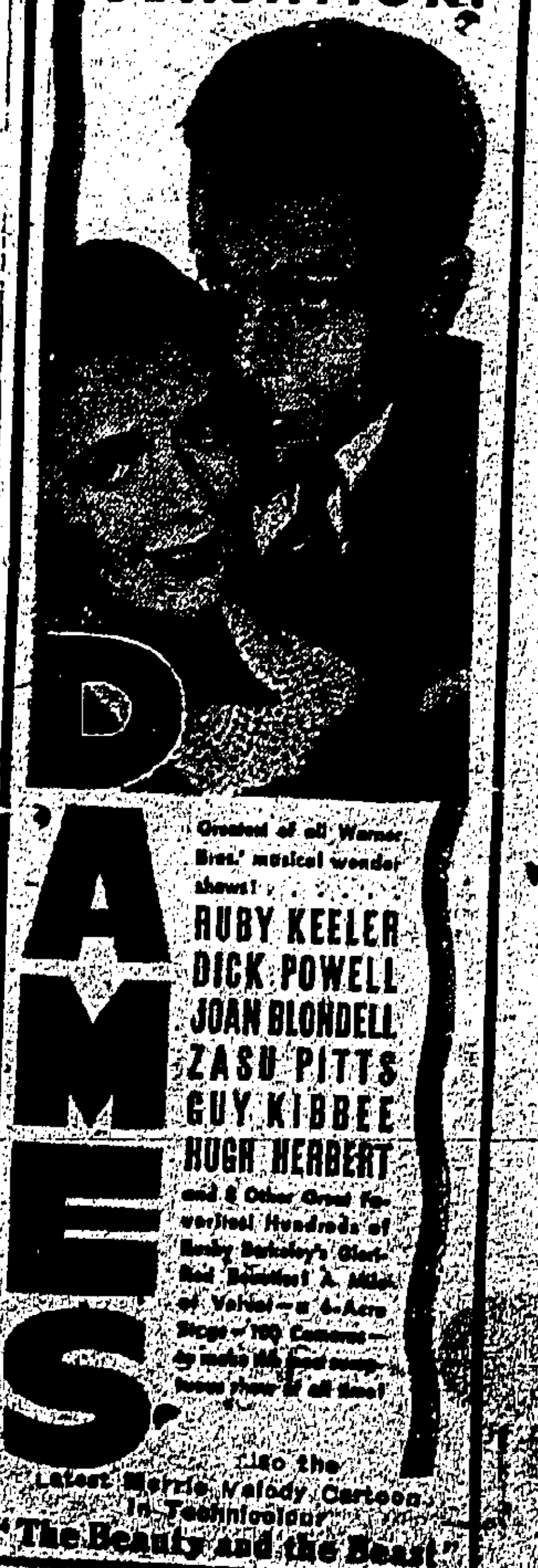
EVILS

At 2.30, 5.10, 7.20 & 9.30 P.M.



ALHAMBRA THEATRE

COMMENCING TO-DAY THE NATION'S SENSATION!





KAILAN MINING ADMINISTRATION HOUSEHOLD COAL

Supplies may be obtained at the following prices delivered in quantities of not less than half a ton.

ANNOUNCING REDUCED PRICES

Peak District\$18.
Bowen Road and Lower Levels\$17.
Pokfulum\$18.
Repulse Bay\$23.
Kowloon\$15.
Shek O and Stanley\$23.

All prices are per metric ton and deliveries will be made in this unit.

DODWELL & CO., LTD., Agents.

HAPPY
AND
PROSPEROUS
1935

The above Greeting is cordially extended

to YOU ALL by

THE WING ON CO., LTD.

Hongkong's Largest Department Store

NEW YEAR
HOLIDAYS

JAN. 1st & 2nd.

(TWO DAYS ONLY)

All Departments will be
re-opened to business
on Jan. 3rd.

The HANG HING NEONLIGHT Co.

19 B. C. Shameen, Canton,

has been purchased by our firm.

Canton, 31st. December, 1934

KOEHLER & CO.

LANE CRAWFORD'S

STORE WIDE

SALE

COMMENCES

2nd JANUARY 2nd

All

Departments

Participating

WORTHWHILE BARGAINS!

LOW PRICES!

BIG DISCOUNTS!

BIG SAVINGS!

CEMENT COMPANY'S AFFAIRS

Shareholder's Criticism At Yesterday's Meeting

Resolution Passed To Reduce Book Value Of Capital

A spirited criticism of the policy of past Directors of the Green Island Cement Company was voiced by Mr. H. O. Odell, at a meeting held yesterday in which shareholders were asked to pass two resolutions authorising the reduction of the Company's capital from \$6,000,000 to \$1,954,940.

Mr. J. Scott Harston was in the Chair and after he had proposed the resolution, Mr. Odell proposed an amendment, in the course of which he suggested that the prospects of the Company had been bad for quite a number of years and that the expenditure on the new machinery was not justified.

The amendment was not seconded and when put to the meeting, was defeated.

PRESENT POSITION REVIEWED

Supporting the Chairman were Messrs. J. H. Taggart, A. L. Shields, T. E. Pearce, Li Tse Fong and Sir Robert Ho Tung (Directors), A. Ritchie (Auditor) R. A. Wadson (Solicitor) and T. G. T. Beck (Acting Secretary). The following shareholders were present: Messrs. Frank Austin, (Attorney for A. J. David), M. A. Figueredo, C. E. L. Grist, H. J. M. Figueredo, Leung Kam Cheung, N. V. A. Croucher, H. O. Odell, F. M. Ellis, A. J. Edgar, M. E. Politi, F. E. Silva, A. Kitchell, K. C. Mark, Yu Chee Lick, Lo Yuk Tong and Tang Kit Wai.

CHAIRMAN'S SPEECH

Addressing the meeting, the Chairman said:

The purpose for which this Meeting has been called is to consider and, if thought fit, to pass, with or without amendment, the Special Resolution and the Ordinary Resolution set out in the Notice which has been in your hands for the requisite period and which has just been read.

Attached to the Notice is an explanatory note dealing with the subject-matter of the Resolutions and therefore, in formally proposing them, it is my duty, as Chairman of Directors, to acquaint you with the considered views of your Board and to amplify the information which has already been given to you.

The Reduction of Capital now recommended is the culmination of very serious thought and deliberation on the part of your Board, and it is submitted without reservation as being the most prudent step which can and should be taken in the best interest of the Company, having regard to the circumstances in which it now finds itself.

The Root Causes

The root causes of our present troubles are bad trade conditions, generally accentuated by tariff difficulties and in particular by severe and unremitting competition aided by a favourable competitive exchange. To the latter, your attention was first drawn from this Chair as far back as the month of March, 1932, when the Company's Accounts for the year 1931 were under review. The existence and effect of this competition continued to be felt more and more acutely, and at the Annual Meeting held in April, 1933, its seriousness was stressed by myself as Chairman, and a warning was given that your Company could not reasonably be expected to survive a continuance of the intensified dumping of Cement, which was then being experienced in this Colony and elsewhere. Again, in April of this year it was my unpleasant duty to advise you that the Company had been operating under extremely adverse conditions, the very serious effect of which had forced your Board to go so far as to open negotiations for the disposal of portions of your plant.

You will therefore fully appreciate that the adverse influences affecting the Company for the past four years have had the unremitting attention of your Management, and it is only after this long and painful experience, during which no effort has been spared to defend your interests, that you are now asked to acknowledge the loss of part of your investment in this undertaking, in the hope that the remainder may have the better opportunity to survive.

Capital Cut

Briefly, Gentlemen, approximately two-thirds of your Capital Assets can be considered to have been lost in so far as they have

become non-revenue-producing to such an extent that their retention at their present values on our books will no longer reflect the true position of the Company.

When it became fully apparent that some definite, drastic action was essential in order to preserve the foundations of our undertaking, your Board, in considering the measures to be taken, sought the advice of Messrs. Leigh & Orange, Architects and Civil Engineers, and of Messrs. Lowe, Bingham and Matthews, Chartered Accountants, for the purpose of reviewing the book values of the Company's Land and other Assets respectively. These specialists have carefully considered the book values of our Assets, and have reported in detail, to your Board and, as advised in the explanatory note attached to the Notice convening this Meeting, copies of Messrs. Leigh & Orange's Valuation and of Messrs. Lowe, Bingham and Matthews' Statement of Assets and Liabilities before and after re-valuation have been made available for inspection by shareholders on application to the Secretary. In reviewing the book values of our Assets, the aim throughout has been to arrive at values which more clearly reflect the true position of the Company, having full regard to its present circumstances.

Nearly Four Million Lost

The result of these investigations entails an aggregate reduction of our present book values to the extent of \$3,982,760.41, and after the fullest consideration, your Board recommend that this loss should be provided for by reducing the Company's paid-up Capital to the extent of \$3,987,983.98, the balance of \$14,776.43 to be applied as to \$247.50 against Return of Capital Account, \$11.

336.82 against General Reserve Account, and \$3,192.31 against Bad Debts Reserve Account. In short, the proposals before you will mean, firstly, the cancellation of all shares partly paid-up in respect of which calls are now outstanding and secondly, the cancellation of two-thirds of the amount paid up on the fully-paid shares, which will in consequence reduce their nominal amount from \$7.50 to \$2.50.

In considering the application of our losses on Capital Assets in the manner shown, your Board anticipate that further trading losses will be experienced in view of the probable continuance, for some time to come, of adverse trade conditions and outside competition, and for this reason your Board are of the opinion (which opinion is shared by Messrs. Lowe, Bingham & Matthews) that the General Reserve Account, should be retained on our books. In this connection it is necessary for me to emphasize that whatever may be the eventual result of the Company continuing business, it is essential that it shall carry on until such time as the present stocks of limestone shall have been consumed, because these stocks of raw materials, in any form other than manufactured Cement, would have little or no realisable value. In other words, assuming the Company were to proceed to liquidation now, it would still be necessary to continue the production of Cement in order to realise its stocks of raw materials to the best advantage. The present policy of your Board is, therefore, to carry on the Company by the most economical means until such time as the large stocks of our more important raw materials have been consumed and, at the end of that period, to consider carefully whether or not it will be possible for the Company—relieved of the incubus of heavy depreciation charges consequent upon the writing down of Capital Assets which shareholders are now asked to sanction—to operate on a profitable basis.

Book Losses Only

In conclusion, I would ask shareholders to appreciate the fact that the losses now being written off are on book values only and that, in the event of the Company surviving and entering upon a new period of prosperity at some later date, their participation in such prosperity will in no way be affected by the step now contemplated.

I now turn to the Resolution numbered 2 set out in the Notice calling the Meeting. The purpose of this Resolution is merely to consolidate the reduced, nominal value of the Company's Shares from \$2.50 to \$10.00 each, the latter being considered a more practical value allowing for better control and easier handling. Fractions of the new shares will be sold for the benefit of holders.

CONFERRING OF DEGREES

To Take Place On Monday Next

The next Congregation of the University of Hong Kong will be held on Monday, January 7, when degrees will be conferred on successful graduates of the various faculties by His Excellency the Chancellor.

Immediately after the Congregation Ceremony, H.E. Sir William Peel will officially open the School of Surgery Building.

The Resolutions

I now beg to formally propose the following Resolution (No. 1 in the Notice convening this Meeting) as a Special Resolution:

1.—That the Capital of the Company be reduced from \$6,000,000 (divided into 800,000 shares of \$7.50 each) to \$1,954,940.00 divided into 781,976 shares of \$2.50 each and that such reduction be effected in manner following:—

(a) By cancelling Capital which has been lost or unrepresented by available assets to the extent of and by the cancellation of the 18,024 shares of the Company in respect of which arrears of calls are now outstanding but such reduction to be without prejudice to the Company's right to sue for and recover all arrears of calls now outstanding and due in respect of such shares.

(b) By cancelling Capital which has been lost or is unrepresented by available assets to the extent of \$5.00 per share in respect of each of the remaining 781,976 shares of the Company and by reducing the nominal amount of each such share from \$7.50 to \$2.50.

And I shall be much obliged if some shareholder will kindly second that proposal, whereupon questions thereon may be raised.

Seconded's Remarks

Mr. Frank Austin: We have listened to the explanation and the details given by the Chairman of the necessity for the reduction of capital and I feel sure that all shareholders will agree with the proposed reduction as the most practical thing to be done in the circumstances. It is with much regret that we hear of the necessity for this step to be taken but I feel sure that all shareholders will support it and see it through. With these few remarks I have much pleasure in seconding the Special Resolution as read by the Chairman.

The Resolution which I have just read having been proposed and seconded as a Special Resolution, I shall be pleased to endeavour to answer to the best of my ability any question which

H. K. POLICE RESERVES

ORDERS BY THE HON. MR. T. H. KING, INSPECTOR GENERAL OF POLICE

Returned From Leave

Mr. Dudley Leonard King, Deputy Superintendent of Police (Reserve) returned from leave and resumes command of the Hong Kong Police Reserve, as from 1st January, 1935.

Appointment

On the return from leave of Mr. Dudley Leonard King, Deputy Superintendent of Police (Reserve), Mr. Cyril Champlin resumes his substantive rank of Assistant Superintendent of Police Reserve, as from 1st January, 1935.

C. CHAMPLIN,

Acting, D.S.P. (R).
Hong Kong, Dec. 31, 1934.

any shareholder may raise thereon.

Shareholder's Criticism

Mr. Odell.—Mr. Chairman, as it is my intention to presently move an amendment to the resolution before us, I wish, with your kind permission, to make a few observations which in my humble opinion will reflect the true state of affairs obtaining in the operations of our company during the past eight or nine years. Before proceeding I wish to emphasize the fact that I am not here to attack or to destroy but am exercising my rights as a member of this company to present a case which I honestly believe requires immediate and intelligent attention before passing on the resolution placed before us to-day.

I have studied at length the reports of proceedings held at the meetings of our company from the years 1925 to 1933. Looking back it is really astounding to follow the notes of optimism struck by the various Chairmen in certain portions of their speeches. Permit me to dwell on a few of these illuminating prophecies, firstly in so far as they touched on actual business prospects and secondly insofar as they emphasized the necessity of the purchase of the New Plant.

Mr. Odell then quoted at some lengths from the speeches of various Chairmen of the Company since 1925. Continuing, he said:

"Unwarranted Optimism"

"Gentlemen, in carefully analysing these speeches you will find that every possible opportunity was taken to inject unwarranted optimism which lead to an expenditure of over Four Million dollars on a new Plant. I say unwarranted because even as far back as 1922 it became noticeable that the imports of foreign cement were increasing. I have not been able to secure the figures for the years 1925 to 1930 but judging from what took place between 1922 and 1925 it is fair to assume that imports

(Continued on Page 7.)

START THE NEW YEAR RIGHT

BY USING

Carnation
BRAND

EVAPORATED MILK

BEST KNOWN IN THE WORLD

KNOWN TO BE BEST IN THE WORLD.

CEMENT COMPANY'S AFFAIRS

(Continued from Page 6.)

of Japanese cement must have increased by leaps and bounds during the years 1926 to 1930, the time when we were being urged to extend our operations. Japanese ability to organize, Japanese mass production, their labour problems, the possible industrialization of China—our neighbours, our own raw materials were possibly never subjects taken into consideration when we were told to expand. They could not have been or we should have sold out long ago. Here is what we have been doing for the past nine years in spite of all the beautiful words I have just read to you: 1926—eighty cents; 1926—no dividend; 1927—no dividend; 1928—no dividend; 1929—thirty cents; 1930—thirty cents; 1931—forty-five cents; 1932—no dividend; 1933—no dividend.

A Poor Performance
Gentlemen, this performance is indeed poor and you can have nothing to look forward to particularly when we are told to-day that the four million dollars we were advised to spend, two years ago are gone. Yes, Mr. Harston, himself on the 25th of April, this year, told you that the directors were negotiating for the sale of our plant—one year and a half after its erection. Yes Mr. Harston also told you on April 25th, 1933 that Japanese dumping was ruining us but he failed to mention that even before our new plant was handed over to us, during the year 1931, two and a half million pounds of Japanese cement were imported into this colony, a quantity never exceeded before or since 1931. You may call it dumping but when it takes a management of a company thirty years to discover a mistake that costs the company a half million dollars when it takes the management about ten years and four millions of our dollars to find out that there is no room for the company's existence, when the management admits for once that its statement regarding a two million dollar stock might have been too optimistic, then, gentlemen, I say it must be more than dumping. Leaders of industry must be wise, far-seeing and experienced. It is possible that the absence of these virtues has placed our company in this deplorable condition and no juggling of figures will convince me that the situation can be saved. Industries are ordinarily promoted for the benefit of countries, communities and shareholders. Our country derives no benefits from our company.

Would Not Suffer

Our community would not suffer through the cessation of operations of our company. The plea for the fifteen hundred unemployed Chinese so eloquently made by Mr. Harston in one of the speeches I quoted, has apparently fallen on deaf ears. Is it possible that the Government realizes that we might have relieved the sufferings of these fifteen hundred unemployed by making drastic reductions in other departments of our highly expensive and luxurious organization. It is also quite possible, gentlemen, that the government itself, in preference to subsidizing us, will give the necessary help to these unemployed by using their services on increased building projects made possible through the Government's ability to buy cement from others at about one-third of our price. Also I must emphatically refute the contention from certain quarters that if our company went out of existence our community would have to pay more for its cement. In this age of plenty, of keen and intensive competition, of highly industrialized countries, we can hear cries from the four corners of the earth—and they are becoming more distinct every day—for cheaper and still cheaper products. Is it possible to visualize any danger for our community when our company closes down?

The Shareholder

And now for the shareholder—the man who has made our company possible. For the years I have reviewed his return has been on an average of about two and a half per cent per annum but during that time gentlemen about 66 per cent of his capital has been frittered away. Gentlemen, if you believe as I do, that the benefits of any industry must be in the direction I have just outlined, and in no other direction, then I say there is absolutely no reason for us to remain in business. I have statistics before me to prove that Japanese competition is only in its infancy. Regardless of why, wherefor and when, I can get Japanese cement to-day at 95 cents a bag as against two and a half dollars per bag for our product. Our neighbours

don't want our goods and further more are strengthening their position to enable them to export. We have depreciated currencies all round us. Higher sterling rates will stop all possible exports. Singapore will have its own plant. Gentlemen, apart from the unreliable assurances of our directors, what have we had in the past and what can we expect in the future? The directors have also told you that they have not yet lost faith. Quite true, as long as there are still \$2,000,000 of our money to support their faith.

The Amendment

Summing up I cannot honestly see how by writing down assets—which our balance sheet of nine months ago told us were still intact—the position of the company can be altered. We have been losing money, we are losing money to-day and we will continue to lose money until our entire capital is wiped out.

Let us move on, gentlemen, from our fairland of feverish speculation to a world of realities. I plead with you to support me in the following amendment to the resolution before you "that the reconstruction scheme be held in abeyance. That an investigation committee be formed, independent of the management of the company, for the purpose of ascertaining in as short a time as possible and in as thorough a manner as possible whether we should continue in business or not." Gentlemen I thank you for your attention.

The Chairman: It is not easy to answer a lengthy speech like that which obviously has been very carefully prepared. I will endeavour to deal with some of the points raised. First of all, so far as this Board is concerned I think it is fair to ask you to sever such arguments as has been put forward so far as they concern the General Managers as distinct from the Board of Directors, who only came into existence in 1930. Prior to that time the business was managed by the General Managers with the help of a Consulting Committee and I think it is hardly right at this stage with regard to the resolution before you, to answer the point that has been raised on the position of the General Managers.

The next point concerns the question of new plant. We were very careful, before putting the proposition of the installation of the new plant, before the shareholders, to obtain the advice of Messrs. Lowe Bingham and Matthews. The matter was gone into very carefully, their advice was taken, and the question of whether or not we should start this new plant was put before shareholders and the proposition was approved.

After The Event

Of course it is very easy to be wise after the event, but gentlemen, I put it to you that it requires a very far-seeing person to have foreseen what would take place with regard to Japanese competition. That this is so is shown by the position in Great Britain. There you have heard of hard-headed businessmen—men of experience—who had not foreseen it. The gentleman who spoke rather gave me the impression that he did and referred to certain aspects of it. He gave us certain figures, but I rather think that he got those figures from investigations of what had happened and not in anticipation of what would happen.

He had referred to my "too optimistic" remarks at earlier meetings of your Company. I can only say that what was stated then was stated in the honest belief that they were true and I think what I had then said was justified by the course of events. The company's position and the difficulties with which it has to deal is shown in the speech I have just read.

No "Juggling"

I noticed that the proposer of the amendment used one word which I did not like. I don't suppose he meant to be offensive when he used the word "juggling." This Board is not trying to "juggle." We are endeavouring to deal, to the best of our ability, in a straightforward way, with the position that has arisen.

The Exact Position

If you get down to bedrock, the position really comes to this—Placed as the company is at present, we must take steps to turn our large stock of raw material into cement. If the Company is placed in liquidation, the first thing the Liquidator would do would be to go into the position and I suppose he would still recommend that the raw material be turned into marketable cement. That is practically what we are asking you to do in this resolution.

We ask you to recognise the loss that has occurred but whether you recognise it or not, the fact is there.

Another Point of View

Mr. Taggart, speaking as a shareholder and not as a member of the Board of Directors, asked permission to touch upon one or two small matters raised by Mr. Odell. He said that when the purchase of the new plant was under contemplation, Messrs. Lowe Bingham and Matthews were asked to go into the matter very carefully and the report was placed before shareholders at a general meeting. He wanted to emphasize that the first six months of the existence of the new plant resulted in handsome profits and the circumstances at a later date could not have been contemplated in the preceding years to which Mr. Odell has referred.

In connection with the amendment before shareholders, he wanted to remind the meeting that should the company go into liquidation the marketable value of their produce would suffer as it was likely that buyers would like to make their purchases from firms where they could look forward for further supplies.

Mr. Odell's amendment was not seconded, and put to the meeting, was defeated. The original resolution was carried.

Second Resolution

The Chairman:—I now beg to formally propose the following Resolution (No. 2 in the Notice convening this Meeting) as an Ordinary Resolution:—

2. That immediately on the foregoing resolution becoming effective the said 781,976 shares of the Company reduced to \$2.50 per share shall be consolidated in such manner that every four shall constitute on \$10.00 share and that—

(a) On such consolidation as aforesaid the Directors shall have full power to make such provisions by sale or otherwise as they think expedient for the case of fractions but so that no fractional certificates shall be issued.

(b) On such consolidation as aforesaid the existing certificate of shares shall be called in by the Directors and cancelled and that new certificates shall be issued subject to the provisions contained in the Company's Articles of Association.

And I shall be much obliged if some shareholder will kindly second that proposal, whereupon questions thereon may be raised.

Mr. Croucher seconded the resolution which was carried.

PALPABLY WRONG

(Special Air Mail Service)

London, Dec. 12.

One of the American papers made the remarkable statement that the Archbishop of Canterbury received a fee of £1,000 for his part in the Royal wedding.

He did not, in fact, receive a penny. It is true that the Duke of Kent procured the Archbishop's special licence for his wedding in Westminster Abbey. That cost him exactly what it would cost anybody else—£25.

As the whole of that payment benefits the legal officials, the Archbishop's financial interest in special licences is nil.

ANDREW AND URSULA

H. K. Hotel Tea Dance To-day

In conjunction with the Dancing Competition to be held under the auspices of the Hong Kong Hotel, Andrew and Ursula Preston will be giving an exhibition of ball room dancing and will demonstrate to the public the basic points connected with the contest that will go to make up credit for the competition. The demonstrations will be given before and during the week of the competition starting to-day.

Andrew and Ursula Preston, it will be recalled, were here with us some twelve months ago and have recently returned to us from London fresh from successes there.

Their exhibition of modern ballroom dancing thrilled local dancers in October last year and with the perfected improvement since then, lovers of the terpsichorean art will not be disappointed when they turn up to-day at the tea dance at the Hong Kong Hotel.

Their turns on the last few occasions at which they have appeared before the public here showed to what a high standard ballroom dancing can be brought to by experts. Their deportment, movement and rhythm left nothing to be desired.

Silver cups will be presented to the first, second and third prize winners of the 1935 Hong Kong Dancing Competition which is being held at the Hong Kong Hotel from January 7 to 13.

Andrew and Ursula Preston will be two of the five judges.

It goes without saying that the tea dances to-day and subsequent will be very much patronised by the inclusion of the exhibition by these two talented experts of ballroom dancing and those intending to be present are advised to book their tables early.

THE SHIPPING STRIKE

More Dismissals

Following the dismissal of the officers of s.s. Yuet On dismissal orders have been served on the deck officers and engineers of Lee Hong and Chuen Chow by the respective companies.

Because of the refusal of the officers and men to accept a one, two or three years agreement to pay arbitration award scale of wages and to take the ship to Macao on Saturday, they were dismissed.

Yuet On Sailed

The Yuet On sailed on Sunday for Kowloon. The China Coast Officers' and Marine Engineers' Guilds have written to the owners of the vessel yesterday demanding the reinstatement of the British Officers, giving noon to-day as the time for compliance with the demand.

The Guilds have also written to the Norwegian and German Consulates protesting against their nationals having accepted a scale of wages lower than that of the arbitration award.

SANDAKAN LIGHT CO.

Annual Meeting Held

The twelfth Ordinary Annual Meeting of the Sandakan Light and Power Co. (1932), Ltd. was held yesterday at the National Bank Building.

The following were present at the meeting: Mr. A. L. Shields (chairman), Hon. Mr. J. P. Braga, Mr. C. A. da Rosa, Mr. S. M. Churn (directors), Messrs. D. W. Munton (Consulting Engineer), Mr. Noel Braga (Secretary) and the following shareholders: Messrs. I. W. Shewan, F. J. Tavares, A. A. Botelho and J. Toppin.

The Chairman's Speech

The Chairman:—The Accounts having been in your hands for the necessary period, I propose to take them as read.

The balance at the credit of Working Account for the year under review is \$10,541.77 as against \$7,342.52 for last year which, under the circumstances, your Board consider satisfactory.

Although revenue decreased considerably, operating expenses have been correspondingly reduced and reflect credit on our Manager and Resident Engineer in Sandakan.

Depreciation on our plant and stores has been provided for on the usual basis and as recommended by our technical staff.

We have provided the sum of \$33,349.50 for depreciation in market value of our investments at the end of the financial year.

Our Manager and Resident Engineer reports that the plant, buildings and distribution system are in a good state of repair and efficiency.

The loss for the year under review is \$18,606.70, which after taking in the small credit balance brought forward from last year will leave a debit balance in Profit and Loss account of \$17,281.80.

Higher exchange rates have again operated against us in converting our surplus revenue into Hong Kong dollars.

Otherwise, Gentlemen, there is little to put before you.

I now propose the adoption of the Report and Accounts as presented and when that has been seconded I shall be glad to answer any questions Shareholders may wish to ask.

Seconded by Mr. S. M. Churn the Report and Accounts were adopted.

The re-election of Mr. S. M. Churn and the Hon. Mr. J. P. Braga to the Board of Directors was confirmed. Messrs. Lowe, Bingham and Matthews and Messrs. Percy Smith, Seth and Fleming were re-elected auditors.

Vessels Tied Up

Vessels which have stopped running at present are the Tai Lee, Lee Hong, and Chuen Chow, whilst the On Lee and San Nam Hol, which were due to sail yesterday remained in port.

The San Nam Hol, it is understood endeavoured to sail yesterday afternoon, but owing to certain hitches, they were unable to obtain a clearance. It is understood that the hitch is in regard to the composition of the new crew.

Unless the owners of the Yuet On reinstate the dismissed officers and engineers, there is danger of the strike spreading to other vessels, but the Guild is endeavouring to prevent such a development.

LANE CRAWFORD'S

SALE

COMMENCES

JANUARY

2nd

Our

— Men's Wear Department —
Offer Special Bargains in
GOLF HOSE—SCARVES—TIES
SHIRTS—SOCKS.

ORDINARY STOCKS

less

25%

PHONE

28151

MEN'S WEAR DEPARTMENT

SIX

LINES

IN A PERSIAN GARDEN
Complete Song Cycle.

ALBUM WORK—B
DORA LABBETTE
MURIEL BRUNSKILL
HUBERT EISELL
HAROLD WILLIAMS

Columbia
New
Disc
Records

AN IDEAL GIFT
FIVE RECORDS \$15
Less 20% Discount for Cash

The Anderson Music Co., Ltd.
Ice House Street. Tel. 21322.

COATES & Co's.
ORIGINAL
Plymouth
Gin

Is and always has been absolutely
DRY
and is eminently suitable for
COCKTAILS.

Sole Agents:—
CALDBECK, MACGREGOR & CO., LTD.
The leading Wine & Spirit Merchants in the Far East
PRINCE'S BUILDING. TELEPHONE 2 075.

Parfumerie Poigaud
PARIS.

"UN AIR EMBAUME"
Flacon de Luxe Grand Modèle.
A Hygienic and Refreshing Perfume in great
favour on all Overseas Markets.

Obtainable from—
A. S. WATSON & CO., LTD.
THE PHARMACY
THE COLONIAL DISPENSARY
WING ON & CO.
THE SUN CO.
SINGAPORE CO.

AGENTS,
VICENTE ATENZA & CO.
No. 54, NATHAN ROAD, KOWLOON.
TEL. 57182.



A NEW YOUTH-HOSTEL AT HACHARACH ON THE RHINE
The picturesque citadel of Stahleck near Bacharach will be turned into one of the finest Youth-Hostels. After the rebuilding of the public left part of the citadel is completed, the new lodging-house will be one of the largest in Germany.

ADVERTISEMENTS.

THE CHINESE ENGINEERING & MINING COMPANY, LIMITED.

5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

TWENTY-SECOND DRAWING

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Thirty-first day of October, 1934, at the Offices of the Company, No. 3 London Wall Buildings, in the City of London, in the presence of Mr. J. H. Turner, one of the Directors, Mr. William Berry, Secretary of the Company, and Mr. Robert J. Radcliffe, of 1/2 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1934, at either of the following places:—

In London: At the Offices of the Company, No. 3 London Wall Buildings, E.C.2.

In Brussels: At the Offices of the Local Board, 13 rue Broderode, Brussels.

In China: At the General Offices of the Company, Tientsin.

5 Bonds of £500 Each, Numbered:

62 87 196 246 268

70 Bonds of £100 Each, Numbered:

279 287 333 373 414 479
495 544 547 691 704 719
757 759 777 793 866 902
920 940 1181 1195 1346 1374
1470 1565 1595 1619 1627 1661
1690 1857 1883 1906 2064 2068
2108 2201 2201 2292 2363 2409
2500 2528 2556 2590 2659 2714
2727 2750 2774 2843 2818 2855
2962 3070 3081 3164 3260 3277
3316 3344 3373 3450 3462 3496
3535 3560 3641 3703

725 Bonds of £20 Each, Numbered:

3894 3972 4076 4147 4318 4325
4353 4385 4446 4471 4504 4524
4541 4642 4701 4740 4817 4819
4867 4904 4951 4976 5017 5024
5120 5204 5210 5330 5410 5474
5531 5545 5548 5552 5574 5604
5615 5630 5697 5725 5739 5845
5873 5886 5891 5898 5964 5965
5993 6012 6043 6050 6053 6056
6096 6105 6117 6123 6154 6216
6222 6235 6236 6344 6448 6565
6537 6610 6797 6798 6891 6915
7091 7156 7182 7207 7208 7211
7247 7253 7290 7294 7323 7376
7396 7474 7509 7563 7700 7715
7761 7773 7813 7851 7883 8026
8064 8165 8364 8366 8391 8551
8568 8722 8735 8811 8836 8881
8884 8936 8955 8982 9046 9233
9271 9347 9375 9386 9458 9470
9472 9538 9637 9640 9732 9775
9777 9859 9898 9962 10066 10177
10180 10219 10242 10330 10399 10464
10619 10640 10672 10679 10688 10728
10731 10756 10851 10872 10880 10892
11057 11139 11201 11246 11259 11310
11340 11456 11563 11594 11602 11706
11732 11805 11844 11838 11930 11974
12054 12135 12163 12311 12365 12432
12510 12533 12552 12558 12622 12639
12802 12804 12872 12902 12951 12959
13029 13076 13123 13187 13197 13268
13303 13320 13376 13414 13489 13639
13720 13772 13838 13925 13947 13953
14001 14019 14030 14046 14069 14070
14096 14109 14162 14192 14223 14292
14310 14328 14489 14558 14566 14692
14784 14876 14880 14903 14905 15014
15082 15124 15199 15208 15280 15304
15335 15340 15347 15486 15528 15536
15538 15541 15576 15751 15757 15765
15869 15973 16029 16138 16158 16270
16362 16366 16436 16576 16615 16648
16691 16872 16890 16896 16941 16956
16966 17049 17107 17202 17228 17322
17324 17387 17396 17442 17444 17445
17473 17557 17586 17668 17837 17843
17880 17890 18034 18040 18106 18183
18190 18216 18281 18298 18323 18385
18530 18539 18540 18542 18586 18707
18719 18825 18875 18877 18919 18942
18987 18998 19147 19287 19310 19386
19448 19508 19570 19598 19612 19643
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20012 20027 20086 20103 20109 20193
20219 20235 20267 20302 20306 20400
20401 20453 20533 20540 20528 20729
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THE DRAWN DEBENTURES, with Coupons Nos. 46 to 60 attached, must be left four clear days for examination.

By Order,
ALFRED W. BERRY,
Secretary.

Countersigned—
N. R. JAURALDE,
Notary Public.

3 London Wall Buildings, London,
E.C.2.

31st October, 1934.

NOTICE.—The following Debenture Bonds drawn at previous drawings have not yet been redeemed and should be presented for payment, without delay:—

£20 Bonds Numbered:

7527 9323 11091 13331 14271 21334
21579 21585 21586 21591 21593 21596
21609 21613 21620 21624 21631 21635
21638 24227 26405 27284 30479 31187
36412

THE CHINESE ENGINEERING & MINING COMPANY, LTD.

(INCORPORATED IN THE UNITED KINGDOM.)

5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST.

IN THE MONTH OF JANUARY, 1935, will be made on presentation of Coupon No. 45 at any of the undermentioned Banks, viz.:

At Tientsin, Shanghai, Hong Kong, or Indo-China.

At Tientsin and Shanghai only.

At Tientsin and Shanghai only.

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At Tientsin and Shanghai only.

NEW ADVERTISEMENTS

NEW YEARS DAY 1935

THE PRESIDENT, S. T. WILLIAMSON, Esq., will be at Home to Members. Noon for 1.30 P.M. All Members are invited to attend.

INSTITUTION OF SHIP-BUILDERS & ENGINEERS, Hong Kong.

[3125]

NOTICE.

As from TO-DAY, JAN. 1st, 1935.

MISS ELMA KELLY, B. Sc., Business Manager of Messrs. Millington Ltd., Shanghai, has taken charge of our Hong Kong and Canton Branches.

F. C. MILLINGTON, Managing Director, MILLINGTON LIMITED.

[3124]

NOTICE.

IT is hereby notified that we, the undersigned, have been appointed Sole Agents in Hongkong and South China for Messrs. MUNDET & CO. LDA, Sinal, Portugal, manufacturers of Cork and Cork products.

COLONIAL TRADING CO.

Ho Tung Building.

Hongkong, 1st January, 1935.

[3126]

NOTICE OF REMOVAL.

WE have TO-DAY moved our Offices to No. 1A Chater Road, 3rd floor.

W. A. HANNIBAL & CO.

1-1-35.

[3122]

Editorial and Business Office: 11 Ice House Street, Tel. 3021.

Night Editor (Wanchai Office): Tel. 34511.

London Office: 53, Fleet Street, E.C. 4.

[3122]

The Daily Press.

HONG KONG, JANUARY 1, 1935.

CHINA TO-DAY

There are certain significant movements in the modern development of China to-day that deserve the closest attention of the world.

The first was the menace to China from Japan—not merely the Japanese military menace but the possibility of an alliance of understanding, formal or informal, between Japan and China which would exclude Western nations from participation in the great developments which must come in the Far East.

There were parties in China who had abandoned all hope of help and sympathy from the Powers, who appeared to follow Great Britain's lead in 1925. They turned towards Japan for a solution of their troubles, asking why they should not unite with an Eastern Power whose methods at least they understood, and so achieve the building of a new China at the expense of the West.

There was a steady and continuous propaganda being carried on. Much of it was under the surface, but it became evident on occasions, as when Japanese aeroplanes in North China, after the Jehol fighting in 1932, dropped leaflets calling upon the Chinese "to welcome the Japanese as blood brothers come to rid them of the white man's domination."

There is another strong party in China to-day which work underground—the Communists. That party hate and will oppose any project of co-operation with Japan, but it also hate the West, insofar as the West represents a system of capitalism. It took its doctrine from Russia and owed its origin largely to the propaganda carried on by Russia in China in the early years after the Great War.

But the most important movements of all are those sponsored by the present Chinese Government, whose policy it is to raise the standard of life in China and to ask for the co-operation of Western capital and technical advice. It rejected national or regional isolation as a policy. Whichever road China might take and whichever policy she might follow depended largely on the sympathy and encouragement she received from the people of the British Empire, who in the past had always led the way in the East.

[3118]

CORONER'S INQUEST

Fatal Motor Accident Recalled

The inquest into the circumstances surrounding the death of Pang Yeung, a 45-year-old coolie, who was believed to have been run over by a motor car alleged to be driven by Police Sub-Inspector Dredge, was continued before Mr. W. Schofield at Central Magistracy yesterday, when further evidence was taken.

The following comprised the jury:—Messrs. F. M. Ozorio (foreman), G. A. Carvalho and Chau Fook Ng.

Mr. G. K. Hall-Brutton appeared on behalf of Sub-Inspector Dredge. Shum Wal, Chinese Detective L.S.C. 553, said that he went to Pottinger Street according to orders and found deceased lying on the right pavement on entering from Queen's Road Central. He asked deceased a few questions as to where he lived, his name and age, after which he telephoned to Central Police Station asking an ambulance to be sent.

The Indian watchman of Dodwell Garage at Russell Street next gave evidence. He said that on the morning of the accident, he was at the yard when a car arrived. He saw the man who drove the car was a European Police Inspector as he had often seen him in uniform when on duty, but at that time, the European was in civilian dress and with him was another European. The sub-inspector asked witness to hire him one of the cars that was lying in the yard, but he said that none of them was for hire. At that time a Chinese was also in the yard, and witness heard the inspector speak to him and asking if he could hire him a taxi. The Chinese replied that the drivers of the taxis were not there whereupon the inspector said he would drive it himself, but the Chinese refused. From the way the inspector was talking, he seemed to be a little bit excited; he could not speak properly and after every word he seemed to stop for a while.

Leung Yung, the next witness called, said that he was employed as a watchman for the Hong Kong Taxi Co. which shared premises with the Dodwell Garage. At the time of the accident at about half past 1 in the morning he was awakened by two Europeans. They spoke to him in English which witness could not understand at all. One of the Europeans pointed to the taxis, and witness guessed that he might want to hire one of them, so witness said that they could not be hired for there were no drivers and moreover, the taxis were not to be used at that time. Witness spoke to them in Chinese and whether they could understand or not, he did not know. The two Europeans then left the garage.

After formal evidence was given by different police officers and the woman who identified the body of deceased at the mortuary, the Coroner adjourned the hearing until January 4.

[3122]

TO-DAY'S WEATHER FORECAST

North East Winds, Fresh; Cloudy with Mist and Light Rain. Probably Improving Later.

[3122]

MR. SUN FO IN PEIPING

On A Private Visit

Peiping, Dec. 31.

Mr. Sun Fo arrived here this morning. Interviewed by Chinese pressmen, he stated that he was not on a political mission, but had come to see his wife who had been ill here.

Questioned concerning his recent mission in connection with the South-west, he expressed the hope that Mr. Hu Han Min would arrive in Nanking within two months.

Reuter.

[3122]

PRINCE JOKES IN THE SCOTS' ACCENT

Merry Mood After Eating Haggis

(Special Air Mail Service)

Edinburgh, Dec. 12.

The Prince of Wales, who is 28th Duke of Rothesay, wore the kilt of the Rothesay tartan when he presided at the annual dinner of the Royal Scottish Corporation at the Hotel Victoria.

In his brief speech, he told several humorous stories, and his imitation of the Scottish accent delighted the gathering.

As he was piped into the banquet hall it was noticed that the index finger of his left hand was bandaged. He had cut himself sawing wood during the day.

LAVAL MAY NOT VISIT MUSSOLINI

Last Minute Hitch In Negotiations

London, Dec. 31.

The morning papers feature the Paris despatches of the difficulties that had arisen in the last minute in the Franco-Italian discussions. The "News Chronicle" considers it probable that Laval's projected visit to Rome will be postponed indefinitely.

In an article apparently written before the receipt of the latest Paris despatches, the diplomatic correspondent of the "Daily Telegraph" asserted that if the projected seven-Power pact be completed by the admission of Germany, this would mean a positive contribution to peace. This pact would bring about appeasement in the Danube region. Great Britain had carefully watched and supported various movements, done in this direction.

The next move would be to acquire the assent of Germany and Hungary. The other States are determined to promote their plan irrespective of Germany's attitude but they unanimously agree that as long as Germany is keeping aloof no confidence would be restored. The British Government who, however, will not become partner to the projected seven-Power pact very energetically endorse this viewpoint and they will lend their good offices in order to ensure Germany's adhesion to the Pact.

France and Italy, so the correspondent adds, refrained from pressing Great Britain to become a partner. They had realised that in the southern part of Europe it is up to the States directly concerned to commit themselves.—*Transocean Kuo Min.*

OPTIMISM WAXES

The morning papers confirmed the impression gained last night that the Franco-Italian discussions are at a dead-lock. In the circumstances, it is declared doubtful whether M. Laval would carry out his proposed visit to Rome as scheduled. The Quai d'Orsay has been very busy all Sunday. It is said to have subjected the French counter-proposals to rigorous changes and the temperate optimism manifested by Quai d'Orsay in recent days has suddenly died down.—*Transocean Kuo Min.*

ITALY'S ATTITUDE

Paris, Dec. 31. No prospects for a Franco-Italian agreement having been brought about despite active negotiations, a reserve now appears to be the favourite solution in French political circles. "Le Journal" points



M. LAVAL

out that Italy is not satisfied with the widely ramified "law of guarantee" of the Austrian independence proposed by France which includes as guarantors not only neighbouring powers such as Germany, Italy, Czechoslovakia, Yugoslavia and Hungary but also France, Great Britain and Roumania. Italy's attitude, according to "Le Matin," will be definitely announced by Mussolini at a meeting of the Executives of the Fascist party in the City of Turin on January 3.—*Transocean Kuo Min.*

PRESS DISAPPOINTED

Warsaw, Dec. 31. The semi-official "Gazeta Polska" in a Rome despatch stresses that all the French voices advocating the postponement of M. Laval's visit to Rome have caused the keenest dissatisfaction in the Italian Press. Italy, so the paper declares, is desirous of a speedy understanding with France and of Laval's visit before the Saar Plebiscite. This, in the Italian view, would permit the representatives of both States to adopt a common attitude vis-a-vis Germany, in the Austrian issue in particular.—*Transocean Kuo Min.*

AUSTRIAN PROBLEM

Paris, Dec. 31. An eleventh hour hitch which may prevent M. Laval's proposed visit to Rome this week occurred in the Franco-Italian negotiations.

It is stated in French circles that difficulties have arisen in connection with the guarantee of Austrian independence and Italy's sympathy with the revisionist claims of Hungary.—*Reuter.*

EXECUTIONS IN MOSCOW

Surprise at Rapid Course Of Trial

(Special to the "Hong Kong Daily Press" (Copyright).)

Moscow, Dec. 30.

Considerable surprise was caused here at the rapid course of the trial and summary condemnation of Nikolajev and his associates, the public having expected on the publication of the voluminous indictment that a demonstrative public trial on well known lines would be held.

The execution of the fourteen accused does not, however, appear to end the measures of suppression in connection with the assassination of Kirov, as recently asserted by his successor Shdanov, Agranoff of the Leningrad department of commissariat of interior and one of the most feared leaders of Cheka in the early years of the revolution having instructed the OGPU officials to continue investigations with the object of determining whether the terrorist group "The Leningrad Centre" alone was implicated in the plot as first supposed or whether this group had ramifications in the provinces, it now having come to light that they despatched agents on journeys to other parts of Russia at regular intervals.—*Transocean Kuo Min.*

ARCHBISHOP OF WESTMINSTER

In Critical State Of Health

London, Dec. 30.

His Eminence Cardinal Francis Bourne, Archbishop of Westminster since 1911, is reported to be in a critical state of health.

His Eminence has lost strength during the last few days and signs of heart failure are more pronounced, it is announced.

Born in March, 1861, at Clapham, he was educated at St. Cuthbert's College, Ushaw, and St. Edmund's of Ware, then going to St. Sulpice, Paris, and the University of Louvain.

He was ordained a priest in 1884, and after serving as Curate at Blackheath, St. Mary Magdalen's, Mortlake, and West Grinstead, Sussex, he was appointed Rector of Southwark Diocesan Seminary in 1889.

He was named Domestic Prelate to Leo XIII the following year and was appointed titular Bishop of Epiphania and Coadjutor to the Bishop of Southwark in 1896. The following year he was made Bishop of Southwark.

He has written extensively on ecclesiastical matters.—*Reuter.*

COL. BECK WILL NOT VISIT FRANCE

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, December 31, 4:30 p.m.)

Stockholm, Dec. 31. The report that Col. Beck who is at present in Stockholm on a three days' private visit would, prior to his return to Warsaw, pay a visit to the French Government, was contradicted by despatches from Warsaw to the papers here. It is stated in Warsaw that nothing is known of such a plan and that Beck is expected back in Warsaw on January 3.—*Transocean Kuo Min.*

SAAR PLEBISCITE COMMISSION

Deputy Appointed

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, December 31, 4:30 p.m.)

London, Dec. 31. An Englishman has been appointed Deputy of the Saar Plebiscite Commission. He is Mr. Ben Greene, a member of the Labour Party who in all probability will be put up as candidate at the next Parliamentary elections. Mr. Greene is a graduate of Oxford and has been active in the past in commissions to alleviate distress in Germany and Soviet Russia.—*Transocean Kuo Min.*

NO IMMEDIATE FEAR OF ARMAMENT RACE

London Press Comment On Japan's Action

London, Dec. 31.

The morning papers, commenting on the denunciation of the Washington Treaty, emphasise that it will be two years before the Treaty expires, during which time some solution can be sought. Hence there is little fear that the Naval Powers will be plunging into a competition for construction of vessels.

The "Morning Post" emphasises that the building of larger capital ships and aircraft carriers would impose a financial burden out of proportion to the security given.

The "Daily Telegraph" declares that Japan appears to all naval opinion throughout the world to

possess perfect and impregnable security in her own waters which other nations continually but despairingly seek for themselves.

The "Times" considers the event nonetheless grave because it was universally foreseen that Japanese diplomacy made the act appear a formally, but it cannot conceal the demolition of a noble edifice of international agreement established thirteen years ago. Yet Japan has proclaimed a desire to rebuild a new treaty on the debris of the old and negotiations have been conducted with such remarkable frankness, tact and goodwill, that hope seems by no means impossible of achievement.—*Reuter.*

PAST TWELVE MONTHS

Period Of Storms And Crises

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, Dec. 30.

Characterising the past twelve months as a period of storms and crises the "Diplomatische Politische Korrespondenz" points out that there were many signs tending to justify the view that exactly 20 years after the great world catastrophe, the cycle of historical events would repeat themselves.

In spite of the warning examples from the past, "states the article," steps were taken which were conscious and wilful repetition of the former fatal mistakes. It is not a fitting time to raise reproaches especially against the dead but there is no denying that the abrupt termination of the Disarmaments Conference in April, the attempt to form a new hegemony and finally the dangerous playing with the idea of armed intervention in international question gradually increased the uneasiness in Europe to an alarming degree. The climax and the turning point of this tragic year, goes on the article, was the Marseilles assassinations which threatened to bring about a complete collapse of the already severely shaken edifice of peace, but the war scare which then arose caused the League of Nations to realise its true functions with gratifying result that reason finally prevailed.

Its important sign of progress in European politics was that consciousness of the common danger was strong enough to effect a firm attitude on the part of the Powers concerned, a fact which had been noted by Germany with pleasure where it inspires confidence for the future.

Concluding by recalling that a number of attempts had been made to put the responsibility for all international difficulties on Germany and her demand for equality, the "Diplomatische Politische Korrespondenz" asserts that Germany had never departed from the clearly defined line of action dictated by aims of satisfaction for her honour and her rights and the protection of her interests and has no other goal than the desire to live on peaceful and friendly terms with other nations on the basis of mutual respect as well as equal rights and obligations.—*Transocean Kuo Min.*

SHEIK KUWAIT SIGNS OIL CONCESSION

Anglo-American Group Gain Sole Right

Baghdad, Dec. 30.

Sheik Kuwait has signed an oil concession covering the whole of his large territory, granting the sole right of production and exploration to an Anglo-American group, according to report. The group is stated to be a combination of two powerful oil concerns, including the Anglo-Persian Oil interests. Development will begin immediately.—*Reuter.*

CRUCIAL YEAR FOR EUROPE

French Premier's Optimism

(Special to the "Hong Kong Daily Press" (Copyright).)

Paris, Dec. 30.

1935 will be a crucial year in European politics, above all as regards the maintenance of peace, declared M. Flandin in an interview with the "Petit Parisien" and at the same time expresses belief that this storm would be successfully weathered, characterising the European War as a crime against humanity.

"The Saar Plebiscite," stated the French Premier, "no longer presents danger for Franco-German relationships which it appeared to do a few months ago, thanks to the measures adopted by the League of Nations. The greatest step forward will have been made in the restoration of confidence between the two great nations who must make every effort to achieve more and more cordial co-operation in the interests of European peace, said Flandin, if, as we all hope, the result of the Saar plebiscite is respected by both parties and mutual obligations faithfully carried out."

ECONOMIC ERRORS

Referring to M. Laval's forthcoming journey to Rome, M. Flandin expressed the hope that it would result in the Franco-Italian relationships returning to normal channels which they ought never to have left. Affirming his belief that the year 1935 would be a great year for wiping out mistakes made in the economic field in post-war years M. Flandin answered the criticisms that he had put economic questions in the forefront and neglected the matter of constitutional reform, by stressing that in the first place France must be able to live, then the question to reform her constitution could be considered.

Concluding his interview M. Flandin paid a tribute to his predecessor M. Doumergue, stating that no Frenchman was free from the partisan spirit and would fail to realise that France's internal and external security was stronger at the end of the year 1934 than before, and it would be unjust not to assign a greater part of the credit for this to M. Doumergue.—*Transocean Kuo Min.*

AUSTRIA-RUMANIA TRADE TALKS

(Special to the "Hong Kong Daily Press" (Copyright).)

Vienna, Dec. 30.

The trade and payment negotiations between Austria and Rumania have been broken off between Stockinger, the Austrian minister of Trade and Transport and Manolescu, the Rumanian Minister of Commerce, only on account of the necessity of the latter's departure to Bukarest, declares an official statement issued here late on Saturday night. Conversations with the object of reaching a new agreement will be resumed, on Manolescu's return from Vienna next week.—*Transocean Kuo Min.*

The Sign of the Perfect Blend



"BLACK & WHITE" WHISKY

World Renowned for Age and Quality



CABLE NEWS IN BRIEF

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, December 31, 7:30 p.m.)

London, Dec. 31. The Daily Express published a report from their correspondent in Warsaw that Zinovieff and Kamenoff have been exiled to a place called Solovetzki Isle, both having left Moscow already with their families in a goods train.—*Transocean Kuo Min.*

ODESSA ARRESTS

London, Dec. 31. Twelve officers of the so-called Red General Staff have been arrested at Odessa, according to the Daily Express. They will be court-martialled.—*Transocean Kuo Min.*

FERRY BOAT DISASTER

London, Dec. 31. Eighteen persons were drowned when a ferry boat conveying twenty passengers capsized on Rio Sado near Abecardo Sal. Only two inmates succeeded in swimming ashore.—*Transocean Kuo Min.*

POISON GAS STOLEN

London, Dec. 31. The mysterious theft of a tank containing poison gas has caused the police to issue an urgent message asking for its return to the nearest police station. The poison gas was destined for agricultural purposes and according to the statement of the police would suffice to kill more than 100 persons.—*Transocean Kuo Min.*

MASCAGNI'S "NERO"

Milan, Dec. 31. Pietro Mascagni finished his new opera "Nero," the premiere of which takes place here on January 17. At the end of April the 72-year old composer will go to the United States to personally conduct his latest work. It is his fifteenth opera.—*Transocean Kuo Min.*

CONCENTRATION CAMP ALLEGATION

Buerckel Gives His Views

Saarbrücken, Dec. 30. The affidavit of Wilhelm Fischer, former Welfare Secretary of the Deutsche Front against the concentration camp at Neuengamme for prominent anti-Nazis is described as an atrocity and a fairy tale by Herr Buerckel, Hitler's Commissioner for the Saar, who adds that Fischer was expelled from the Deutsche Front.—*Reuter.*

It was alleged by Fischer that Germany was preparing to occupy the Saar by force if necessary and that a building had been taken over to serve as a concentration camp, prisoners to be held in the rented cellars.

PIKE MENACE IN THE WYE

Anglers Encouraged

(Special Air Mail Service)

London, Dec. 12. Considerable alarm is felt by the owners of valuable salmon fishing rights in the River Wye by the unprecedented run of pike in the river.

The position is so serious that the Wye Board of Conservators has issued an appeal to riparian owners and lessees to do everything possible to encourage anglers to fish their waters on every possible occasion so that the quantity of pike can be considerably reduced. Several owners of fishing rights have offered to give prizes to the angler who catches the biggest number of pike between now and January.

The pike are lying in the pools, and unless they are greatly reduced in number, there is likely to be serious destruction of young salmon when the warmer weather comes and the pike move into the streams.

The Wye Board of Conservators state that generally the pike are from one and a half to five pounds in weight, and scale readings indicate the majority must have been hatched in 1931 and 1932.

LERROUX CABINET DIFFERENCES

(Special to the "Hong Kong Daily Press" (Copyright).)

Madrid, Dec. 30. That the latest crisis of Lerroux's cabinet was not overcome by the recent changes was evidenced by the last minute refusal late on Saturday night of Martinez de Velasco to accept the post of Foreign Minister for which he had been selected by the Premier. In addition to this, sharp differences of opinion, it is understood, prevail in the Cabinet regarding the decisions of the constitutional court to abandon the charges against the former Premier Azana, Gil Robles and his supporters in particular having vehemently protested against this decision and threatened to send in their resignation.—*Transocean Kuo Min.*

RED SHIRTS COLLIDE WITH CATHOLICS

Six Killed In Mexico

Mexico, Dec. 31. Six persons were killed when anti-clerical Red Shirts, known as "Los Rojos," clashed with Catholic paraders in the town of Cuernavaca.—*Reuter.*

INCIDENT IN THE SAAR

Meeting Dispersed By Police

Saarbrücken, Dec. 30. The calm which has hitherto prevailed was broken at Pilsen-castel when a meeting of the Catholic Front was dispersed by the police, following a fight in the hall in which chairs were used as weapons.

The chief speaker, Herr Imbusch, who was formerly a Reichstag deputy and who is now President of the Christian Trades Unions, was taken to hospital suffering from head wounds. The police are refusing information, but it is understood that they have arrested the chauffeur of the editor of the anti-German Front newspaper "Neu Saar Post," alleging that he fired a revolver, which started the trouble.—*Reuter.*

RADIO STATIONS IN GREECE

Marconi Company Acquires Monopoly

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, December 31, 4:30 p.m.)

Athens, Dec. 31. The Marconi Company has acquired a monopoly from the Greek Government to exclusively build and operate radio stations in Greece. The contract runs for 25 years.—*Transocean Kuo Min.*

CHINA SILVER MEASURES

Permits Necessary For Transport

Nanking, Dec. 31.

In order to facilitate the transportation of silver within the country and prevent smuggling abroad, the Finance Minister has announced a series of fresh measures governing permits for transportation. These are as follows:

(1) Applications for permits by Shanghai or Nanking should be addressed to the Ministry of Finance.

(2) In other parts of the country, the permits will be issued by the local Superintendent of Customs, who will submit reports to the Ministry regarding the destinations and the amounts of silver every ten days. The permits, after serving their purpose, should be withdrawn and forwarded to the Ministry for cancellation.

(3) Applications by banks and commercial firms with the Customs should be accompanied by certificates from the local Banking Association, the Native Bankers' Guild, or the Chamber of Commerce.

(4) Where there is no Customs House, no silver transportation will be permitted exceeding \$1,000, except with the endorsement of the Banking Association, the Native Bankers' Guild or the Chamber of Commerce.

(5) Certificates must guarantee that the silver for transportation within the country is for legitimate business purposes.—*Reuter.*

R.H.K. GOLF CLUB

Starting Times For Fanling

NEW YEAR'S DAY—1ST.
JANUARY, 1935.

a.m.
9.36 L. Goldman, R. L. S. Webb
9.40 W. S. Hillier, W. Paterson
9.44 C. Bond, W. Pittendrigh
9.48 H. N. Williamson, W. W. C. Shewan
9.52 C. H. Bradley, J. S. MacLaren
9.56 E. Taylor, P. Collisson
10.00 G. Marselle, A. B. Raworth
10.04 S. T. Butlin, N. K. Littlejohn
10.08 K. S. Morrison, I. H. Geare
10.12 K. K. Rounds, J. W. Mayhew
10.16 H. F. Sommers, R. A. Rodgers
10.20 J. Hunter, E. MacMahon
Caddies from Superintendent.

"C. K. COTTON" CUP

Great Score Of 67 By P. Allis

London, Dec. 12.
A Wonderful score of 67 by P. Allis in the Berks and Bucks Alliance meeting at Stoke Poges won for him the "C. K. Cotton" Cup, played for under handicap. Rated at the limit, plus 4, he had a net return of 71, one stroke better than Mr. F. M. Strawson, who was 72. But the amateur was in receipt of 17 strokes, the difference on balance being the enormous one of 21 shots.

Only a superb display on the part of Allis enabled him to head off successfully the pursuing amateurs. The record of Stoke is held by Hugh Roberts with 68, but if Allis had been blessed with any sort of luck on the greens he would have beaten this score by a couple of strokes at least. His experience, tantalisng in the extreme, at the first three holes, was typical of others.

No, it cannot be said that he was sure of the short putts; indeed, if the truth were known he was nervous of them. This was the only explanation of his missing the putt of 18 inches for a 4 at the seventeenth. There never was a more flagrant stab.

Five Under 4's

At this stage Allis was five under 4's, and if he were not inwardly boiling with rage at this rather stupid slip, then he is a different man from what is suspected. Striding quickly to the last tee, he crashed a colossal drive down the course, hit a No. 6 mashie shot seven yards past the pin, and without a moment's hesitation rammed in the putt for a 3.

"Well, that makes up for the last futile effort," observed Allis with a good deal of feeling. A safety valve had been found for his wrath.

In the matter of execution Allis' two best clubs were the driver and the spade-mashie (No. 6). He is one of the growing number of first-class players who look for a little whip in their steel-shafts. Allis uses what has come to be known as the twintaper, while others, like Herd, Brad and some distinguished amateurs, favour the lumbshaft (steel), which some call the fishing-rod.

The homeward half was the bright spot in Allis' display. He almost drove the 10th, holed a putt of three yards for a 2 at the next, secured a par 4 at the 12th, and then hit an enormous drive to the 13th, put a full spade-mashie shot to within eight yards of the flag, and holed the putt for a 3. The long putts had no terrors; it was the tiny putts that caused wavering and then the quick jab.

The 14th was another spectacular hole—an enormous drive, a mashie-niblick shot to within 9' of the stick and a putt. And so to the end for a great score of 67.

Corrected

"And so," said the magistrate severely, "this is the fifth person you have knocked down this year."

"Pardon me," said the girl modestly with dignity, "the fourth. One of them was the same person twice."

THE CYCLING CLUB

The Next Tourist Time Trial

The management of the Cycling Club has decided to organise a 50 Miles Tourist Time Trial on Sunday, 20th January, 1935, commencing at 10 a.m. from the 3 1/2 mile post on the Tai-po Road. Five hours will be allowed in which to reach the 3rd milepost on the Castle Peak road at Shamshui, after passing through Sha-tin, Tai-po, Fanling, Un-long and Tsun-wan. A specially engraved certificate of considerable value will be awarded to all riders finishing within the allotted time. All machines will be fully equipped with two brakes, bell and mudguards. A short halt will be made at the Castle Peak Cafeteria (34 miles) where refreshments will be dispensed free to competitors. Entries, together with fee of \$1.00 should be forwarded to Mr. A. J. Raptis, 32/32 Johnston Road, Wanchai, or to Mr. H. A. G. Keates, R.A.S.C., Wellington Barracks. No entry will be accepted after the 18th January.

Christmas Activities provided too strong an opposition against cycling with the result that the organised runs were poorly attended. On Christmas Eve a circuit of the Island was carried out and a splendid trip enjoyed by those present. Boxing Day saw the Club out on the Castle Peak Road, but again very few took advantage of the beautiful weather on that day. Tea was taken at the Cafeteria before commencing a steady homeward ride, Kowloon being reached at 5 p.m. in good time to take part in the evening's fun, with less active members of the Club.

Despite poor weather conditions on Sunday the "usual crowd" turned out for a ride around the Kowloon Circuit. Starting at 2 p.m. a steady pace was maintained through Sha-tin, Tai-po and Fanling. A short halt was made near the latter village for a refresher. Nimbly pedalling assisted by a light following breeze brought the riders to Castle Peak Cafeteria via Un-long at 4.30 p.m. An excellent repast was followed by a steady return to Kowloon at 7 p.m. by way of Tsun-wan, which villages, incidentally, now enjoys a unique distinction having witnessed a cyclist completing his 10,000th mile in a year.

PROFESSIONAL TENNIS

Young Players At Queen's

(Special Air Mail Service)

London, Dec. 12.
Two very good matches were played at Queen's Club in the Junior Professionals' Invitation tennis handicap, and as their result: A. Johnson (Queen's Club) and G. Nicholas (Lord's) will meet in the final Johnson will concede the odds of 4-30 to his opponent.

This result is not surprising, for of all the competitors the two finalists are the best acquainted with the Queen's Club court, and familiarity with court conditions counts for much, especially where young players are concerned. The performances of the two losers are therefore all the more commendable.

In the first match Johnson beat H. Johns (Prince's Club), to whom he gave one bisque, by two sets to one (8-5, 2-3, 8-5), each player winning 18 games. Johnson set a fast pace in the first set and always appeared to have the measure of his opponent, whose forehand stroke stung, though he made some pretty shots on the backhand to the foot of the "tambour and grille." In the second set, however, John improved and gained the attack in the rests far more often. He took his bisque cleverly to make the score 5-2 in his favour, and Johnson, after losing the eighth, a well-fought game, let the set go. He came again in the third set, once more setting a faster pace, and returning the ball most accurately, got a long lead at 5-1 and 40-40, Johns pulled the sixth game out of the fire, but lost the next in which he made three bad mistakes. Then, with a gallant effort, he drew up to give all but just as there seemed a certainty of a close, tight, and strong game, his backhand stroke, however, failed him in trying

TRIANGULAR CRICKET

Royal Navy v H.K.C.C.

The following are selected to represent the Club in their match against the Royal Navy to-day on the Club ground at 10.45 a.m.—
A. W. Harward (Capt.), G. S. Dunkley, E. R. Duckitt, T. A. Pearce, C. A. Stewart, H. Owen Hughes, H. W. Baines, L. T. Ride, G. R. M. Ricketts, T. M. L. Redmond, A. C. I. Bowker.

"AMATEUR RULE" IN TENNIS

Some Misconceptions

(Special Air Mail Service)

London, Dec. 12.
Attempts to interpret the effects of the vote of the Lawn Tennis Association on the "amateur rule" have caused some misconceptions to-day.

This is the position: The amateur lawn tennis player "may"

Still write instructional articles in the Press as well as instructional books.

He may "not" for payment, instruct by lecture or correspondence.

Give film demonstrations (surely the most absurd ban of all).

Play a match or demonstrate the game with a professional without permission.

SPEEDY RETREAT

The proposal, sponsored by the Council, still further to curb the amateur, was defeated because the vote of 53 to 47 in its favour did not give the requisite two-thirds majority.

Once opposition developed at yesterday's meeting the Council retreated in a surprising way. No answer was given to criticisms, the vote was quickly taken, and when it was seen that the Council's opponents had won there was no call for proxy voting.

Many councillors believe that the last has been heard of the matter.

FREAK BRIDGE MATCH

(Special Air Mail Service)

A freak bridge match has been played between two teams captained by Mr. Sims and Mr. Culbertson, respectively, in which the latter received the ace of spades on each deal. It resulted in a net win for Sims of about £3 10s. Twelve rubbers were played, of which Mr. Culbertson won eight.

The menace of the ace of spades effectively restrained Mr. Sims' team from bidding any slams, but Mr. Culbertson's team bid and made two, one a big slam. The match was held in an effort to settle the contention that the holding of such an important card as the ace of spades would give that side a 2-1 advantage.

to make some super strokes off the "balle a la main" he put a lot of shots into the net, and Johnson won the next three games of the match.

Nicholas (4-30) beat R. W. Goody (one bisque) by two sets to one (8-5, 6-8, 8-5).

Goody took a few games to settle down, and Nicholas, making the most of his long start and playing at least 15 better than on the previous day, got a long lead quickly at 5-10. Both players served well, Goody's high drop service, delivered from close to the main wall, and Nicholas's well-cut high side-wall service often cramping the opponent's first stroke and securing the attack. Towards the end of the first set Goody improved wonderfully, but could not quite make up his leeway. In the second set games were won alternately for a time, Goody taking the 15 games but losing the 30 ones. Nicholas broke through this sequence by winning the eleventh game to lead 6-5, but Goody, with a well-taken bisque, won the twelfth and took the next two as well to square the match at one game all. He made hardly a mistake in the early part of the third set, in which he led at 8-0 and, with another well-taken bisque, at 5-2. The light at this time was very poor and militated against the play of odds, who began to miss some easy strokes, especially on the volley. Games slipped away and Nicholas, playing with increased accuracy and confidence, won the next six games for the match.

DARK BLUES GO UNDER

Light Blues Run Riot At Rugger

London, Dec. 12.
Cambridge triumphed in the Inter-Varsity Rugger match at Twickenham by 29 points to 4, made up of two goals from tries, a dropped goal, a penalty goal and four tries to a dropped goal.

It is the fourth biggest score in the series, of which this was the fifty-ninth. The highest was Oxford's in 1909-10, when they won by 35-3. Cambridge held only a two points lead at half-time, but ran riot in the second half. Oxford have won twenty-seven and Cambridge twenty-two of the series, ten having been drawn.

Oxford's crushing but deserved defeat started at their incompetent pack, of which the back row was outclassed.

Guy, their scrum half, is not good enough a player to overcome such a handicap. That sums up the match.

A. Rush, who came in for K. L. T. Jackson, the Scottish international, at stand-off, played very well indeed. The change of Grievie for Rush near the end of the game was unnecessary. If made it should have occurred before half-time. But Rush didn't deserve it.

The futility of basing judgment of a pack by their "getting" ability was fully exposed in this game. Oxford got the ball much more often than Cambridge.

The utter failure of the Oxford wing forwards, James and Cooper, to perform their chief duty gave C. W. Jones almost a free hand. He was not seriously hampered more than two or three times by any Oxford forward.

THAT VITAL START

Consequently the Cambridge three-quarters obtained that start which won the match.

Few three-quarter and full-back defences, unassisted by forwards, could have stopped four of the Cambridge tries.

At the same time, the mastery of Rees-Jones by Johnston, who is a certain Scots cap on this form, and of Warr by Fyfe—who treated him almost as if he was not on the field—were the outstanding features of an always lively game.

Fyfe's pace was an eye-opener to those who have come to regard him as too slow. He has developed a Basli Maclear hard-off which augurs well for Scotland.

Grievie was too light to stop him, and will be grateful to reflect that he is likely soon to be on the same side instead of against him.

Wooler was well in the picture, giving as good as he got. His "huge" dropped goal from just inside the half-way line, with the wind, was a great kick.

In an unostentatious way Candler did many good things, "making" Jones's try in the tenth minute of the second half.

Jones's touch finding was splendid. His linking about always drew defenders, and so helped his three.

Rees, Dinwiddy and Bowman were the pick of the winning Cambridge pack, the well-controlled and combined fury of which in the loose was altogether too much for the Oxford defences.

Rees was the cleverest forward on the field. A run of his just before half-time will live, even though he should have scored instead of passing.

Browning played a good, honest game, and it was good to see Jones go up to him directly after the last whistle and warmly shake his hand.

Parker had a very easy match and not a very good one.

UBIQUITOUS REES

Crammer played his part admirably, but no centre can make bricks without straw.

He had in front of him the worst Oxford pack ever seen, and beside him players who were mastered by their immediate vis-a-vis.

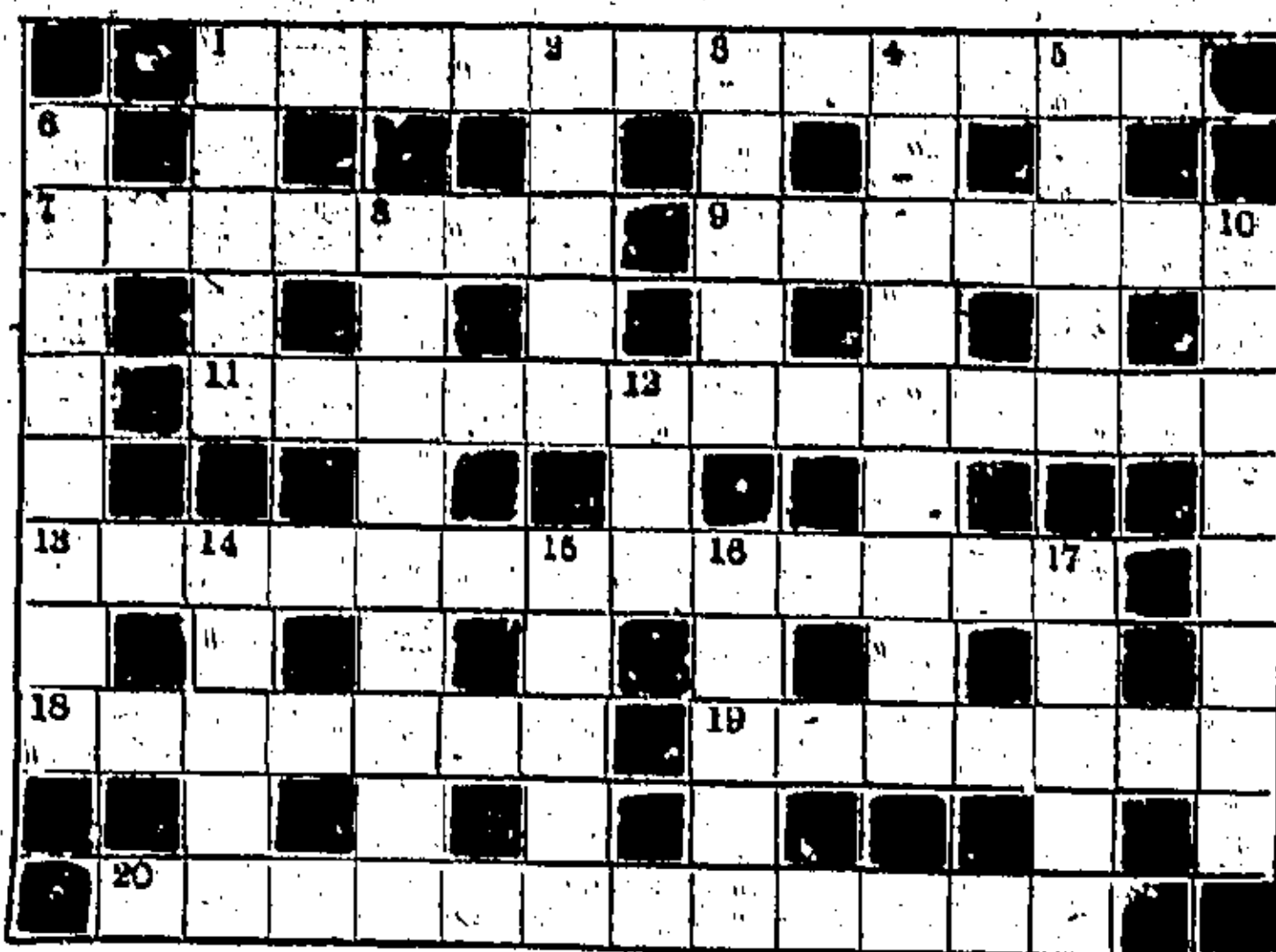
Fyfe opened the scoring in the twenty-fourth minute with a great individual try after running round Warr.

Parker, knocking on the drop from half-way, gave Oxford position whence Bush dropped a left foot goal in the twenty-sixth minute.

Oxford were penalised almost before the posts, for not playing the ball, it seemed, Parker making the score 6-4.

In the fifth and tenth minutes of the second half Fyfe and Jones scored, Parker converting the second, and after a hot attack on Fyfe's wing, the ubiquitous Rees crossed in the seventeenth minute.

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

ACROSS

- 1.—To a third generation these would be the first (12).
- 7.—A model worth copying (7).
- 9.—A decisive blow perhaps (7).
- 11.—A Swiss melody played on the Alpine horn (13).
- 13.—A French heroine, whose story is most interesting "for a dismal one" (anagram) (13).
- 18.—The kind of woman Niobe was (7).
- 19.—Is right in the very middle (7).
- 20.—Positively gives the time properly (12).

DOWN

- 1.—White of egg (5).
- 2.—In this we fear it must appear the letters are all muddled here! (5).

The following is the solution of yesterday's puzzle:—

Across:—1, Medusa; 6, Inter-n; 10, Presume; 11, Orpelin; 12, P-cell; 13, Insipid; 18, Inset; 17, Sated; 19, Pulse; 19, Brief; 22, Panic; 25, Liberal; 29, Symbol; 30, Fawner; 31, Retreat; 32, Syntax; 33, Renhet.

Down:—1, Ma-or-i; 2, Dames; 3, Split; 4, A-run; 5, Asti; 8, Impi; 7, Needs; 8, Eclet; 9, Nod; 14, Squib; 15, Poser; 19, Basis; 20, Inman; 21, Flora; 22, Plate; 23, Ninon; 24, Carat; 26, Dex; 27, Earl; 28, Afar.

A FOOTBALLER'S TRANSFER FEE

Star's Share Go To Creditors

(Special Air Mail Service)

London, Dec. 12.
Hughie Gallacher, the international and former Chelsea forward, attended the London Bankruptcy Court for this public examination.

His full name was given as Hugh Kilpatrick Gallacher, and he was described as of Dewhurst-road, Kensington. His statement of affairs showed debts £787 and assets nil.

In answer to the Official Receiver Gallacher said that for the last eleven years he had been a professional footballer receiving £8 a week during the season and £6 a week for the remainder of the year.

He married first at the age of 17, but separated from his wife in 1923. Until 1926 he paid her 35s. a week. Then he began divorce proceedings, but was unsuccessful, and in 1927 he appealed—also without success.

Afterwards he paid the costs of both sides. They amounted to a few hundreds, and, in 1932, he again sued for a divorce. On this occasion he was successful. The wife appealed but failed in the appeal last year. He was liable for the costs.

Remarried

His own costs amounted to £348, and the wife's to £435, and his debts entirely consisted of the costs unpaid.

He remarried last September. Recently he had been transferred from Chelsea to Derby County, and it was proposed that he should receive £200 of the transfer fee. He had agreed that that sum should be paid to the Official Receiver for the benefit of the creditors.

He did not know the amount of the transfer fee, that was never divulged. He agreed that he was in a position to bargain about the matter, but he did not try.

Mr. Registrar Warrington: He has said that he did not like the southern climate.

Gallacher would not agree that he incurred fresh expenses on his remarriage.

The examination was concluded, Mr. Registrar Warrington remarking that Gallacher seemed to have been very unfortunate. The divorce apparently cost him £700.

BOXING

INTERNATIONAL CONTEST

LEE THEATRE SATURDAY

5th Jan, 1935
at 9.15 p.m.

Featherweight Championship of the Colony.

STOKER DEE

H.M.S. Medway

A. B. PRANDY

H.M.S. Kent

6 Rounds Welterweight Contest

MAX BRILKER

Former German Welterweight Contender

A. B. APPIEBY

H.M.S. Pandora

6 Rounds Middleweight Contest

A. B. FANCY

H.M.S. Medway

A. B. WINGRAVE

H.M.S. Medway

In addition to the above fights three other bouts will be staged, the competitors having yet to confirm their engagements.

Booking at MOUTRIE'S for members of the Hongkong Boxing Association on Wednesday, 2nd and Thursday, 3rd, January.

General Public: Friday, 4th & Saturday, 5th J. n.

Kingside Seats \$5.50; other \$3.30 and \$1.10.

(Including Amusement Tax).

Good News

Tom:—"Dad, I've got good news."

Dad:—"Have you passed your exam?"

Tom:—"Well, I didn't exactly pass, but I was top of those that failed."



SPALDING
"KRO-FLITE"
GOLF BALL

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BRITISH OPEN CHAMPIONSHIP
AMERICAN OPEN CHAMPIONSHIP
CANADIAN OPEN CHAMPIONSHIP
AUSTRALIAN OPEN CHAMPIONSHIP

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Chinese Newspaper

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South China Daily News

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"Suenwa."

南華日報

THE "FEATHERS" TITLE

Crowley May Soon The Return Fight

(Special Air Mail Service)

London, Dec. 12. Nel Tarleton, following his British feather-weight championship and Lonsdale Belt fight with Dave Crowley at Wembley, has been advised to retire from the ring.

Not that Tarleton is short of one or two more years of first-class fighting. He is still among the four or five feather-weights in the world.

But he is thirty years of age, has made a Lonsdale Belt his own property, and has amassed enough money to ensure him comfort, if not luxury, for the rest of his life.

It has been Tarleton's idea for some time to leave the boxing game, get married and settle down as a promoter or manager.

He is still wavering between the two courses—to defend his championship again, or to retire. The odds are that he will elect to defend his title.

Crowley gave Tarleton one of the hardest fights of his career, and it is on the cards that a return fight, with the title at stake, will be staged at Liverpool Stadium in the New Year.

Despite the foggy conditions, a crowd approaching 10,000 made a success of Wembley's second professional tournament. The championship, without being a "thriller," was always sufficiently interesting to hold everyone's interest.

Crowley, although believing that he won the fight, accepted the decision philosophically.

"Good luck to Tarleton," he said "It was a fine fight, and I guess my turn will come another time."

Crowley wants another match with the champion for a sidekick, and adds that he is prepared to meet any other feather-weight in the country to prove his claims.

TREATMENT OF DISEASED CATTLE

Canton, Dec. 29.

With a view to the prevention of cattle plague, it is reported that Mr. Fung Yui, head of the Agricultural and Forestry Department, has decided to organize a class of students for the study of cattle diseases and the treatment.

Each district is requested to select two students for training and after graduation, they will be sent back to their respective districts for duty.

It has been proposed to commence with the Ko Yiu, Ko Ming, Hok Shan, Sun Hing, Tak Hing, Sze Wui, Kwong Ning, Sam Shui, Fung Chuen, Hoi Kui, Lo Ting, Pang Nam and Fok Fou districts.

It is reported that training will start very soon.—
Nam Wah Yat Po.

SILK WEAVING FACTORY

Canton, Dec. 29.

Shun Tak is considered to be the chief districts of the province for the production of silk, and consequently, the Department of Reconstruction has thought it fit to establish a silk weaving factory in this district.

Accordingly Mr. Liu Sung Chan has been instructed to take charge of the matter, and it is expected to have the factory built and ready for the manufacture of silk in January next year.—
Nam Wah Yat Po.

SUGAR REFINING

Canton, Dec. 29.

Since the Department of Reconstruction decided to establish sugar refineries, two sites have been selected for the proposed refineries, one at Sun Cho in Pun Yu District, and the other at Shi Tau.

Owing to the unforeseen circumstances, the Sun Cho refinery has not been able to start refining sugar on the 10th instant, when the opening ceremony was attended by the representatives of the Department of Reconstruction.

It is reported that this refinery is capable of turning out 150 tons of sugar per day.—
Nam Wah Yat Po.

HOSPITAL WORK ON DISPLAY

Scepticism Of Some Of The Visitors

Changsha, Dec. 12.

"Yale in China" has just finished two strenuous days, celebrating its twentieth anniversary of the Medical School and the Nurses School.

The celebration was centred around these two phases; first, demonstrating what goes into the training of a modern doctor; second, the lay education along general lines of Public Health, but with special emphasis on the control of diphtheria, tuberculosis, maternal mortality, and prompt treatment of fractures.

The local board of trustees were enthusiastic about demonstrating the Public Health work and educating the people of this city.

There was a total of over 30 exhibits of the Medical School and Nursing work, as well as showing the entire plant and hospital work. There were more than 10,000 visitors during the two days. Each department had been busy preparing its exhibits for some time. The day before the celebrating opened, all classes stopped. Most of the five upper classes were assigned as demonstrators in the various rooms. The others, together with all the school technicians, acted as guides. The campus was roped off so as to facilitate handling the crowds. The course lay from the main gate through the Medical building, then to the Anatomy building, and from there to the nurses' school, on through the hospital and finally to the outpatient department. The guests were ushered through in groups of about twenty. It took three hours to cover the whole exhibit.

There were 40 special demonstrations. Among the most interesting of these were the exhibits showing present means of controlling diphtheria, especially prepared for teaching middle school students. Another for mothers showed on a set of twelve small tables the food recommended for a baby during its first twelve months of life. It also showed the process of preparing these local foods so they could be easily digested by the infant.

The conditions due to tuberculosis were excellently covered from the demonstrations of the bacilli, to the actual diseased organs from the pathology department. X-ray pictures of the chest showing many stages of pulmonary tuberculosis, proved one of the most popular sections. Types of splints and plaster fixations for tuberculous bones were also shown.

False Teeth Swallowed

In the physiology display, the beating of a turtle's heart was the main drawing card, as well as a chance to watch capillary circulation under the microscope, but the opportunity to see and do artificial respiration proved even more interesting. The exhibit from the Chemistry Department, aroused a great deal of attention. It demonstrated that human blood could be told from the blood of other animals.

The bacteriology display showed many kinds of germs, but the one with live typhoid bacilli was the drawing card. The fact that these little squirming things could "murder people," as the student demonstrator kept insisting, gave an atmosphere of excitement around that table.

The morning the exhibit began, a man came into the hospital in a critical condition. He had swallowed a denture holding two false teeth, which had lodged in his upper esophagus, preventing swallowing and embarrassing breathing. He had already been in this condition for two days, when he arrived. Dr. Lois Greene, the ear, nose, and throat specialist, was able to get them out in spite of the swollen condition which had already occurred. The teeth, the instruments used and the man's history was written up on a big chart. The fact that this man was still in the hospital, was checked by a few who doubted the authenticity of the report.

Pertinent Question

"I can truthfully say this," declared the middle-aged lady, "that my husband is the only man in the world who has ever kissed me."

"Indeed," remarked the modern miss, "but please tell me—are you boasting or complaining?"

MYSTERIES OF THE CONGO

The Big Ape With The "Red Hair"

(Special Air Mail Service)

London, Dec. 12.

Commander Attilio Gatti tells of some unknown animals which he is convinced live in the Ituri Forest of the Belgian Congo. Commander Gatti intends to explore the district again early in the New Year.

What strange creatures unknown and even unsuspected by human science, the equatorial forest still hides; it would be impossible to say. "But I know that there are several; and I can easily foresee that the forest will reveal them slowly, one by one, with all the stinging of a usurper."

The day before I entered the forest I went to see Mr. Absil, District Commissioner at Irumu. A young, very active and intelligent man, who has already spent twenty years in the Congo, he confirmed to me that that part of the forest west of the road from Beni to Irumu into which we were going was still for the greater part unknown.

"The natives," he said, "do not want to go in there. Whether it is merely an excuse to avoid work or a true fear, I don't know. They speak vaguely of extraordinarily terrifying animals; but they either do not want to or cannot give an accurate account of them."

A Vivid Contrast

Travelling by motor from Lubero to Irumu, one receives the most contradictory impressions. Looking at those immense, spotless villages surrounded by flourishing gardens, one thinks the population must have been established there for a long time, and must be already in an advanced state of civilization. But if one stops and calls to the natives he meets passing along the road, he finds that in nearly every case they will take to their heels—and dive into the vegetation, motivated by a mixture of fear and shyness.

The road itself, so well kept, gives to the dark forest which borders it for the greater part the appearance of a luxuriant park. But it is enough to step two paces from that road to find oneself completely lost in another world without a trace of human passage; penetrated only by the openings left in the thickly woven underbrush by elephants and buffaloes and cynocephalus and wild hogs.

The porters and the pygmies, at every question regarding the strange animals they themselves had formerly described with so much conviction, entrenched themselves behind a complete and sudden ignorance. And so, in the beginning, I came to the conclusion that all those tales of weird and frightful animals were nothing but the creations of a childish imagination.

Then, gradually, my opinion began to change. Some small fact recalling to my mind other facts previously observed, some significant gestures noticed on the part of a native, some remark I overheard, led me to believe that the stories I had heard, fantastic in appearance, were in all probability but exaggerated accounts of animals actually existing. Slowly but steadily the difference of the natives melted. After a few months of common life in the forest, they began to trust me, and to show and explain to me things which, otherwise, I would never have been able to observe or to understand.

A "Grotesque" Account

Take the "ndegi," for instance. This word means simply "bird," in general. The particular name that the natives give to this bird I have not been able to learn. They affirm that it is taller than a man, possessed of great strength—covered with hair instead of feathers, and has a head similar to a monkey's. This description may sound grotesque, and perhaps it is in part.

One day, however, I heard a beating of wings so loud and so heavy that it startled me. The pygmies said in an off-hand way that it was only a bird, but I noticed that each of them raised his right arm in the air and snapped his fingers, as they do to exorcise the evil spirit of the lightning in the great forest storms.

At last, one morning as I was walking through the forest, the sound of leaves pushed aside by some heavy body brought me to a stop, my rifle at my shoulder. An okwapi or a buffalo, I thought;

but I was puzzled at the conduct of the pygmies who had all thrown themselves face downward on the ground. I had the sensation that the big body hidden from me by the foliage, for visibility in the forest does not extend beyond five or ten yards, was moving away from me and upward, and I ran forward to try to get at least a glimpse of it.

Then I heard once more that strange sound, coming from above the green dome of interlaced branches covering me, and looking up I saw through an interstice in the leaves something black and immense passing over me. I believe to-day, even at the risk of appearing ridiculous, that there exists a great ape, larger than the gorilla, red of hair and differing from the gorilla in the fact that it walks always on its hind legs and stands erect like a man.

A White Man's Story

In the Tchibindo Forest, near the Lake Kivu, the pygmies spoke of it in awe as of a being more man than gorilla, possessing phenomenal strength and intelligence. A white man who has lived there for many years, and whom I esteem very much, assured me that about twenty years ago, one of these monsters was killed by the poisonous arrows of some pygmies whom he had attacked. The territorial administrator of that time himself saw it, but when he returned to the spot a few hours later to take the skin, he found that it had been burned by a missionary, who feared that might be considered proof of the Darwin theory, which was not in accord with his religious principles.

These stories may or may not be exact in every detail. When I first heard them I thought if they were correct they must refer to an abnormal individual. But one day the witch doctor of the pygmies there in the Tchibindo Forest showed me in great secrecy a piece of skin. It was the same skin as the gorilla's, covered with the same long, coarse hair, but the colour of the hair was the vivid shade of red of a red-haired man. And although I made patient researches I was never able to find any other animal with a similar coat.

To try to discover this animal and the others which live in the forest is not an easy task. But it is worth while to try. And this is what I am proposing to do during my new expedition, which will begin its work at the beginning of the new year.

DUKE LAUNCHES LINER BY RADIO

"An Act Of Magic"

(Special Air Mail Service)

London, Dec. 12.

The new 24,000 tons Orient liner Orion, built by Vickers Armstrong Ltd., was launched at Barrow-in-Furness, Lancashire by the Duke of Gloucester, who pressed a switch in Brisbane, Australia, 12,000 miles away.

Wireless carried the Duke's voice across the world, and the ceremony was broadcast back to Australia.

The Duke described it as "an act of magic."

Sir Alan Anderson, chairman of the Orient Company, who also spoke from Australia, said that the ship had cost £1,000,000 and had given employment to at least 5,000 men for one year in several depressed British industries.

How It Was Done

After the launching Sir Herbert Lawrence, chairman of Messrs. Vickers Armstrong, speaking from the shipyard, informed the Duke by wireless that the Orion had taken the water, and thanked him for his message of God-speed.

The actual launch was performed by means of a "tone" of constant frequencies. The tone passed through special apparatus, which differentiated between the spoken word and the launching signal. By a system of relays machinery was operated which released the ship from the slips.

SANITARY BOARD

Orders Of The Day

The following is the agenda for the next meeting of the Sanitary Board to be held on Thursday, January 3, at 4.15 p.m.—

- 1—Application for an eating house licence at No. 7, Heung King Lane, ground floor.
- 2—Application for an eating house licence at No. 45, Wai Ching Street, ground floor.
- 3—Application for an eating house licence at No. 81, Hollywood Road, ground floor (right portion).
- 4—Application for an eating house licence at No. 12B, Ice House Street.
- 5—Application for the registration of No. 38, King Kwong Street, ground floor, as a dairy.
- 6—Correspondence relative to the dairy licence at the un-numbered house at Kowloon Gap Road, on Lot No. 1481, S.D. 1.
- 7—Regular Routine Returns.

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s.s. "CONTE VERDE" ... 4th Apr.
s.s. "GANGE" ... 4th May
s.s. "CONTE ROSSO" ... 1st June

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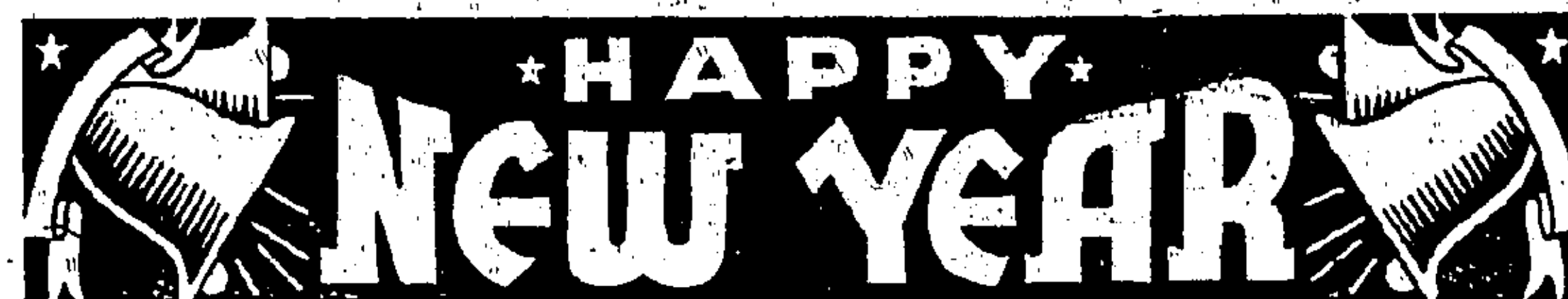
s.s. "CONTE ROSSO" ... 17th Jan.
s.s. "CONTE VERDE" ... 18th Feb.
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s.s. "CONTE VERDE" ... 18th Apr.
s.s. "GANGE" ... 18th May
s.s. "CONTE ROSSO" ... 9th June

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4th Jan. ... M.V. "ANNA MAERSK" ... 26th Feb.

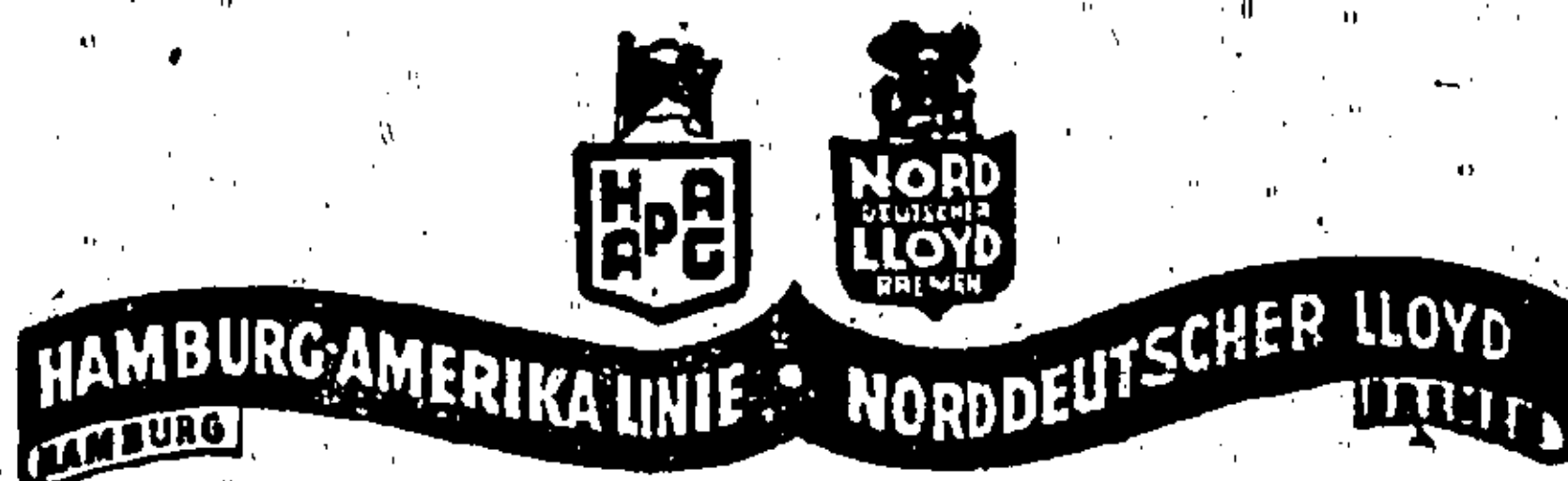
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(NDL) s.s. "FULDA" ... for Shanghai, Dairen, Yama, ... 15th Jan.
• (HAL) m.v. "BURGENLAND" ... for Shanghai, Dairen, Kobe, ... 17th Jan.
(NDL) s.s. "ISA" ... for Shanghai, Yama, Kobe, ... 23rd Jan.
• (HAL) s.s. "BOCHUM" ... for Shanghai, Dairen, Kobe, ... 1st Feb.

HOMeward SAILINGS

• (NDL) m.s. "TRAVE" ... for Genoa, M'les, Amsterdam, ... 6th Jan.
• (NDL) s.s. "SAARBRUECKEN" ... for Genoa, Barcelona, A'dam, ... 13th Jan.
• (HAL) s.s. "OLDENBURG" ... for Genoa, R'dam, E'burg, ... 14th Jan.
• (HAL) m.v. "LEVERKUSEN" ... for Genoa, Barcelona, R'dam, ... 22nd Jan.
• (HAL) s.s. "KARNAK" ... for Genoa, M'les, A'werp, ... 31st Jan.

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DORMAN LONG'S SCHEME

Reduction In Capital

(Special Air Mail Service)

London, Dec. 12.

The revised capital reorganisation scheme of Dorman Long and Company Ltd., the Middlesbrough iron and steel concern, was before Mr. Justice Eve in the Chancery Division for sanction.

The proposals involved a reduction of the company's share capital from £11,248,148 to £2,007,271.

Shareholders in person opposed the scheme, which was supported by Sir Miles Martinson, K.C., and the other members of the committee of 51 per cent debenture holders.

Mr. W. P. Spens, K.C., for the company, said the scheme had been passed by very substantial majorities of the 51 per cent debenture-holders, the six per cent cumulative preference shareholders, the eight per cent preference ordinary shareholders and the ordinary shareholders.

Counsel recalled that a former scheme for amalgamation with the South Durham Steel and Iron Co., and a reorganisation of capital had been before the courts, but was not proceeded with, and Dorman Long now brought forward a new scheme.

The reduction of capital was to be effected mainly by cutting down the six per cent preference shares of £1 to fifteen shillings, the eight per cent preferred ordinary shares of £1 each to five shillings, and the ordinary shares from £1 to two shillings. All arrears of dividend would be cancelled.

The £5,135,944 of 51 per cent debentures was to be divided into two portions. Sixty per cent of it was to be represented by five per cent debenture stock, having a fixed charge ranking in front of all existing securities, other than the £400,000 4 per cent debenture stock and charge in favour of the banks.

As to the balance of £1,717,558, the plan provided for interest at a reduced rate of 3 per cent for two years and afterwards 4 per cent.

As regarded the remaining portion of their interests, the 51 per cent debenture-holders would receive 50 per cent of their present holdings in 61 per cent non-cumulative first preference shares.

The hearing was adjourned. Mr. W. P. Spens, K.C., and Mr. David Jenkins (Freshfields Leese and Munns), for the company; Mr. C. R. R. Romer (Nicholson Graham and Jones) for the 51 per cent debenture-holders; Mr. David Jenkins (Freshfields Leese and Munns) for the banks; and Mr. Cecil Turner (Slaughter and May) for the Prudential Assurance Company, trustees for the 51 per cent.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Dec 27	Dec 28
Amsterdam	12.10 Florins	7.30	7.28 1/2
Athens	375 Drachmas		
Belgrade	276,316 Dinars		
Berlin	20.43 Marks	12.28	12.26
Bombay	1s. 6d. per Rupee		
Brussels	36 Belgas	21.05	21.02
Bucharest	818,000 Lei	490	
Buenos Aires	47,563 per Pes.		
Copenhagen	13.159 Kroner	15 1/4	15.21 1/2
Geneva	25.224 Francs		
Helsingfors	193.23 Marks		
Hongkong		1/8 1/2	1/8 1/2
Lisbon	110 Escudos		
Madrid	20.23 Pesetas	36 3/32	36 1/32
Milan	92.46 Lire	57 23/32	57.9 20/32
Montevideo	50.85d. per Peso	39 1/2 S.O.	
Montreal	4.967 Dollars	4.90 1/2	4.90 1/2
New York	4.887 Dollars	4.93 1/2	4.93 9/16
Oso	18.159 Kroner		
Paris	194.21 Francs	74 25/32	74 21/32
Prague	184.25 Kronen	118	
Rio de Janeiro	28.93d. per Gold Milreis		
Shanghai		1/4 11/16	1/4 1/2
Stockholm	18.159 Kroner		
Vienna	34.56 Schillings		
Yokohama	24.56d. per Yen		
Silver (spot)		24 1/2	24 9/16
Silver (forward)		24 1/2	24 11/16
War Loan	2 1/2	3 1/2 108 5/16	

Closing Quotations

December 31, 1934

ON LONDON:-	ON NEW YORK:-
Telegraphic Transfer...	Bank Bills, on demand 4 1/2
Bank Bills, on demand 4 1/2	Credit, 30 days' sight, 4 1/2
Bank Bills, 4 months' sight 1 1/2	ON SAVANNA:-
Credit, four months' sight 1 1/2	On demand 6 1/2
ON SHANGHAI:-	ON PARIS:-
On Demand 12	Bank Bills, on demand 6 1/2
ON SINGAPORE:-	Credit, 4 months' sight 6 1/2
On demand 2 1/2	ON SINGAPORE:-
ON JAPAN:-	On demand 6 1/2
On demand 1 1/2	ON MANILA:-
ON INDIA:-	On demand 8 1/2
Telegraphic Transfer...	ON BANGKOK:-
Bank, on demand 1 1/2	On demand 10 1/2
	SOVEREIGNS, Bank Buying
	Rate 1/8 1/2
	Bank Silver, per oz. 2 1/2 1/2

PROGRESS IN CANCER RESEARCH

Some Of The Results Being Achieved

(Special Air Mail Service)

London, Dec. 12.

While men like Dr. Gye at the National Institute for Medical Research are busy finding proofs that cancer is a virus disease, and seeking to discover a means of immunization on lines similar to the prevention of small-pox by vaccination, or of diphtheria by a serum, others are improving the methods of attacking cancer by means of radium and X-rays. At the St. John Clinic and Institute of Physical Medicine, moreover, researchers are investigating the power of ultra short high-frequency waves, such as are now used in television, but still shorter, to destroy tumours in animals. Still others are seeking to prevent causes of chronic irritation which are known to produce cancer.

Thus Dr. C. C. Twort, as the result of prolonged experiment conducted at the cancer research laboratories of the Manchester Cancer Committee, has devised a standard specification for the constitution of a safe mineral lubricating oil, free from substances which have cancer-producing power. This research (writes Sir Leonard Hill in the "Observer") started with the need of investigating the industrial disease known as mule spinners' cancer, found to be due to daily contact of the skin with machine oil, with a view to discovering a means of its prevention. It has ended up with the discovery of the simple means of making safe all mineral oils used for lubrication.

Day of the Machine Age

In these days of machinery, particularly of motor cars, many thousands of men have their skin continually exposed to oil. It takes years of chronic irritation before the cancer-producing substances show their effect, and preventive means should be taken in time. These substances have been isolated and their chemical nature discovered. Substances are known with a thousand times the potency for producing cancer of that of the worst mineral oil. It is curious that the most active cancer-producing substance is chemically allied to that of a health-giving vitamin which prevents scurvy. A little difference in structure makes all the difference in action: the one substance is benign, the other devilish.

Tar also contains cancer-producing substances. The painting of tar in the skin of mice produces warts, which change into cancer. These things happen relatively quickly in mice, because in three years mice become as old as centenarians. Irritation with tar produces warts in mice after some months, in men after several years.

Warts and Skin Cancer

Dr. Argyll Campbell has just published the results of an important research carried out at the National Institute of Medical Research, which show that warts and skin cancer are no less produced in mice if kept in an atmosphere in which dust collected from tarred roads is frequently stirred up. Furthermore, cancers also appear in the lungs of the mice, and in these organs the presence of tar dust is found. Cancer of the skin developed in 70 per cent of those mice which survived long enough, whilst the incidence of cancer of the lung was increased ten-fold over that of the central animals taken from the same stock and kept in relatively clean air. Statistics show that cancer of the lung is increasing in men, partly no doubt, because this disease is better diagnosed with the help of X-ray examination. It seems not unlikely that cancer in the lung may increase in years to come owing to the tar dust inhaled from the roads. To prevent this all tar should be freed from the cancer-producing substances. This is quite a feasible operation, and the carrying of it out would be a wise precaution.

THE LEANING TOWER OF PISA

Rome. Some foreign newspapers have recently published notices regarding the alleged imminent fall of the famous leaning tower at Pisa, stating a message from Rome, even saying that the Italian authorities had prohibited the visiting of the tower by tourists. It is now stated from authoritative sources that these statements are completely unfounded, and the visits by tourists have not even temporarily been stopped.

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Fortnightly sailings	Fortnightly sailing
Pres. Taft ... Jan. 16, 6 a.m.	Pres. Jackson ... Jan. 6, 6 a.m.
Pres. Hoover ... Jan. 26, 4 a.m.	Pres. McKinley ... Jan. 18, 10 p.m.
Pres. Pierce ... Feb. 13, 8 a.m.	Pres. Grant ... Feb. 2, 8 a.m.
Pres. Coolidge ... Feb. 23, Noon	Pres. Jefferson ... Feb. 16, 6 a.m.
Pres. Wilson ... Mar. 19, 6 a.m.	Pres. Jackson ... Mar. 1, 11 p.m.

EUROPE, NEW YORK	MANILA
Inquire for round-trip tickets to Europe in connection with Lloyd Triestino.	THE MOST FREQUENT SERVICE
Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles.	Next Sailings
Pres. Harrison ... Jan. 5, 8 a.m.	Pres. Harrison ... Jan. 5, 8 a.m.
Pres. Hayes ... Jan. 19, 8 a.m.	Pres. Taft ... Jan. 8, 6 p.m.
Pres. Johnson ... Feb. 2, 8 a.m.	Pres. McKinley ... Jan. 12, 6 p.m.
Pres. Monroe ... Feb. 16, 8 a.m.	Pres. Hoover ... Jan. 17, 9 p.m.
Pres. Van Buren ... Mar. 28, 8 a.m.	Pres. Hayes ... Jan. 19, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.
CANTON BRANCH—4, SHAKER ROAD.

CONSIGNEE NOTICES. CONSIGNEE NOTICES.

HAMBURG-AMERIKA LINIE. PRINCE LINE.

NOTICE TO CONSIGNEES. NOTICE TO CONSIGNEES

THE M.S. "LEVERKUSEN" having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed. Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd January, 1935 will be subject to Rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 3rd January, 1935, at 10 a.m. All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th January, 1935, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNES (FAR EAST) LTD., 4th Floor, King's Building, Cornhill Road. Telephone No. 23165. Hong Kong, 27th December, 1934. [3112]

COMPAGNIE DES MESSAGERIES MARITIMES. SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE. CONSIGNEE NOTICE

S.S. "YALOU" ARRIVED HONG KONG ON MONDAY, 27th DECEMBER, 1934. FROM ROTTERDAM, ANTWERP, LONDON, &c.

CONSIGNEES of Cargo by the above named Steamers are hereby informed that their Goods with exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the Goods are landed. Goods not cleared within 7 Days including date of arrival, will be subject to Rent. All Claims must be sent to the Under-Signed before the Thursday, 7th January 1935, or they will not be recognized. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Thursday, the 3rd January, 1935. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors. No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever. R. OHL, Agent. Hong Kong, 24th Dec., 1934. [3106]

LEARNING BORNE LIGHTLY

The Versatility Of Mr. John Buchan

(Special Air Mail Service)

London, Dec. 12.

Mr. John Buchan is always a difficult person to keep up with. At dinner a few weeks ago his conversation ranged from House of Commons personalities to 14th-century Welsh domestic architecture and the virtues of port.

He is, however, one of the few people who carry their omniscience with grace.

This quality pervaded his dedicatory address at the opening of the new Columbia University Library during the week-end.

This addition to New York's great university has cost nearly double the new library at Cambridge. Almost a million pounds has been spent upon it.

On Familiar Ground

Mr. Buchan went to America as representative of the Scottish universities, which he also represents in Parliament.

Apart from his other qualifications, he should be able to talk on larger libraries with special zest, since he must demand as much their space as any contemporary author of standing.

He has already written nearly fifty books.

CHINA NAVIGATION COMPANY, LIMITED.

Bangkok	"KWEIYANG"	On 2nd Jan. 8 a.m.
Amoy, Swatow & Singapore	"ANSUN"	On 2nd Jan. 4 a.m.
Shanghai & Ningbo	"SUIYANG"	On 2nd Jan. 10 a.m.
Foochow, Shanghai & Dairen	"TEAN"	On 3rd Jan. 8 a.m.
Amoy & Shanghai	"TSINAN"	On 3rd Jan. 5 p.m.
Amoy & Shanghai	"KIUNGCHOW"	On 4th Jan. Noon
Hongkong, Pakhoi & Haiphong	"YCHOOW"	On 4th Jan. 4 p.m.
Foochow, Shanghai & Dairen	"KUEICHOW"	On 6th Jan. 6 a.m.
Swatow, Foochow, Weihaiwei, Hongkong & Tientsin	"YUNNAN"	On 6th Jan. Noon
Swatow, S'hai & Ningbo	"HOIHOW"	On 6th Jan. Noon
Swatow & Bangkok	"KWANGCHOW"	On 8th Jan. Noon
Swatow, Shanghai & Ningbo	"SOOCHOW"	On 8th Jan. Noon
Swatow, Amoy & Shanghai	"KWANGTUNG"	On 11th Jan. Noon
Hongkong, Pakhoi & Haiphong	"KINGYUAN"	On 13th Jan. 4 p.m.
Foochow, Shanghai & Dairen	"STEAMER"	On 13th Jan. 6 a.m.
Swatow, Shanghai & Ningbo	"SHANTUNG"	On 13th Jan. Noon

For Freight or Passage apply to— **BUTTERFIELD & SWIRE**
Telephone 30331.

CARGO AND PASSENGERS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHONGTAE & TAIPING (OIL BURNERS)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESS CARRIED
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—18 Days
FIRST CLASS FARE TO SYDNEY, 27s RETURN
LONDON (via Australia) from 2127-16-0.

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	4 Jan.	11 Jan.	13 Jan.	27 Jan.
CHONGTAE	8 Feb.	15 Feb.	18 Feb.	6 Mar.
TAIPING	5 Mar.	12 Mar.	16 Mar.	31 Mar.
CHONGTAE	9 April	16 April	19 April	5 May

AUSTRALIAN-ORIENTAL LINE, LIMITED
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For Freight or Passage, apply to— **BUTTERFIELD & SWIRE**
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HONG KONG, CHINA & JAPAN.
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NORDDEUTSCHER LLOYD, BREMEN

Will despatch

M.V. "NEPTUN"

ON

5th January, 1935

TO
SYDNEY, via New Guinea Ports,
RABAU & SALAMAU.

For further particulars apply to

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MELCHERS & CO.,

Queen's Building.

General Agents.

SOLE AGENTS:—JERSEN & CO.

PRINCE LINE—SILVER LINE

JOINT SERVICE.

FORTNIGHTLY SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "MALAYAN PRINCE" ... Jan. 13th, 1935

M.V. "SILVERWALNUT" ... Jan. 20th, 1935

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (EAR EAST) LTD.

(Incorporated in Great Britain.)

Telephone: 23165.

Telegram: Furprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOY & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS at 3 P.M.

* S.S. "HAIYANG" on TUESDAY, 1st JAN., 3 P.M.

* Calling at Swatow & Amoy for passengers only.

S.S. "HAIHOING" on FRIDAY, 4th JAN., 3 P.M.

S.S. "HAINING" on TUESDAY, 8th JAN., 4 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS at 4 P.M.

S.S. "SHISTAN" on WEDNESDAY, 3rd JANUARY.

for passengers only.

* Arrivals and Departures from the Company's Wharf (Near Blake Pier)

ROUND TRIP TICKETS will be issued from HONGKONG to

FOOCHOW (Pagoda Anchorage) and return by the same steamer

at the Reduced Rate of \$100.00 including Meals while the steamer

is in Coast Ports (Time for Round Voyage 8 Days)

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO., LTD.

Tel. 20217 and 20245.

General Managers.

P. & O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Haiyang, Douglas, January 1.
Anshun, B. & S., January 2.
Tsinan, B. & S., January 3.
Haiching, Douglas, January 4.
Klungchow, B. & S., January 4.
Ho Sang, Jardine's, January 5.
Haining, Douglas, January 8.
Sirdhana, B.I. (Apar), January 10.
Kwangtung, B. & S., January 11.
Takada, B.I. (Apar), January 24.

Shanghai.

Hop Sang, Jardine's, January 5.
Yunnan, B. & S., January 6.
Karnak, Jensen's, January 3.
Teon, B. & S., January 3.
Hector, B. & S., January 6.
Hop Sang, Jardine's, January 6.
Kueichow, B. & S., January 6.
Fulda, Melchers, January 13.
Burgeland, Jensen's, January 17.
Isar, Melchers, January 23.

Foochow.

Teon, B. & S., January 3.
Haiching, Douglas, January 4.
Hop Sang, Jardine's, January 6.
Kueichow, B. & S., January 6.
Yunnan, B. & S., January 6.
Haining, Douglas, January 8.

Japan (Direct).

Ixon, B. & S., January 3.
Bokuyo Maru, N.Y.K., January 4.
Jean Laborde, Messageries, January 13.
Kilano Maru, N.Y.K., January 18.
Chononcaux, Messageries, January 27.

Klung.

Nagara Maru, N.Y.K., January 19.
Burdwan, P. & O., January 5.

Otari.

Niel Maerk, Jensen's, January 2.
Karnak, Jensen's, January 3.
Nellore, E. & A. S.S. Co., January 3.
Anna Maerk, Jensen's, January 4.
Hakone Maru, N.Y.K., January 4.
Ho Sang, Jardine's, January 5.

Pres. Jackson, A.M. Line, January 5.
Asama Maru, N.Y.K., January 9.
Rawalpindi, P. & O., January 10.
Sirdhana, B.I. (Apar), January 10.
Maron, B. & S., January 11.
Fulda, Melchers, January 12.
Jean Laborde, Messageries, January 13.
Emp. of Russia, C.P.S., January 16.
Terakuni Maru, N.Y.K., January 16.
President Taft, Dollar's, January 16.

Trollus, B. & S., January 18.
Burgeland, Jensen's, January 17.
Manethus, B. & S., January 17.
Pres. McKinley, A.M. Line, Jan. 18.
Isar, Melchers, January 23.

Bangalore, P. & O., January 24.
Hellas, Thoresen's, January 24.
Rajputana, P. & O., January 25.
Niel Maerk, Jensen's, January 25.
Pres. Hoover, Dollar's, January 25.
Chononcaux, Messageries, January 27.
Philoctetes, B. & S., January 28.
Empress of Japan, C.P.S., January 29.

SHANGHAI AND VIA PORTS.
Suiyang, B. & S., January 2.
Teon, B. & S., January 3.
Tsinan, B. & S., January 3.
Klungchow, B. & S., January 4.
Yuenang, Jardine's, January 4.
Conte Rosso, Lloyd Triestino, Jan. 5.
Hector, B. & S., January 5.
Hoibow, B. & S., January 6.
Kueichow, B. & S., January 6.
Sandvik, Jensen's, January 6.
Yunnan, B. & S., January 6.
Hellas, Jardine's, January 8.
Soochow, B. & S., January 9.
Kwangtung, B. & S., January 11.
Trollus, B. & S., January 18.

Swatow.
Haiyang, Douglas, January 1.
Anshun, B. & S., January 2.
Seistan, Douglas, January 2.
Haiching, Douglas, January 4.
Klungchow, B. & S., January 4.
Yuenang, Jardine's, January 4.
Hiram, Thoresen's, January 6.
Hoibow, B. & S., January 6.
Hop Sang, Jardine's, January 6.
Kwangchow, B. & S., January 6.
Sandvik, Jensen's, January 6.
Yunnan, B. & S., January 6.
Hellas, Jardine's, January 8.
Soochow, B. & S., January 9.
Kwangtung, B. & S., January 11.
Hellas, Thoresen's, January 20.
Hermot, Thoresen's, January 20.
Helios, Thoresen's, January 27.

Taipei.
Isar, Melchers, January 23.
Trollus, B. & S., January 18.
Hop Sang, Jardine's, January 6.
Yunnan, B. & S., January 6.

Tientsin.
Suiyang, B. & S., January 2.
Karnak, Jensen's, January 3.
Yuenang, Jardine's, January 4.
Hoibow, B. & S., January 6.
Sandvik, Jensen's, January 6.
Deviken, Jardine's, January 9.
Soochow, B. & S., January 9.
Isar, Melchers, January 23.

Wei Hai Wei.
Yunnan, B. & S., January 6.

EASTWARD

FROM HONG KONG TO N. AND SOUTH AMERICA

Bahia.

Bokuyo Maru, N.Y.K., January 4.
President Taft, Dollar's, January 16.
Tai Yang, Dodwell's, January 18.
Niel Maerk, Jensen's, January 23.
Pres. Hoover, Dollar's, January 23.

San Francisco.

Bokuyo Maru, N.Y.K., January 4.
Asama Maru, N.Y.K., January 9.
President Taft, Dollar's, January 16.
Tai Yang, Dodwell's, January 18.
Niel Maerk, Jensen's, January 23.
Pres. Hoover, Dollar's, January 23.

Seattle.

Ixon, B. & S., January 3.
Pres. Jackson, A.M. Line, January 5.
Pres. McKinley, A.M. Line, Jan. 18.

South America (W.C.).

Ixon, B. & S., January 3.
Bokuyo Maru, N.Y.K., January 4.

Vancouver, B.C.

Ixon, B. & S., January 3.
Emp. of Russia, C.P.S., January 19.
Empress of Japan, C.P.S., January 29.

Victoria, B.C.

Ixon, B. & S., January 3.
Pres. Jackson, A.M. Line, January 5.
Emp. of Russia, C.P.S., January 19.
Pres. McKinley, A.M. Line, Jan. 18.
Empress of Japan, C.P.S., January 29.

South America (W.C.).

Ixon, B. & S., January 3.
Bokuyo Maru, N.Y.K., January 4.

Vancouver, B.C.

Ixon, B. & S., January 3.
Emp. of Russia, C.P.S., January 19.
Empress of Japan, C.P.S., January 29.

Victoria, B.C.

Ixon, B. & S., January 3.
Pres. Jackson, A.M. Line, January 5.
Emp. of Russia, C.P.S., January 19.
Pres. McKinley, A.M. Line, Jan. 18.
Empress of Japan, C.P.S., January 29.

South America (W.C.).

Ixon, B. & S., January 3.
Bokuyo Maru, N.Y.K., January 4.

Vancouver, B.C.

Ixon, B. & S., January 3.
Emp. of Russia, C.P.S., January 19.
Empress of Japan, C.P.S., January 29.

Victoria, B.C.

Ixon, B. & S., January 3.
Pres. Jackson, A.M. Line, January 5.
Emp. of Russia, C.P.S., January 19.
Pres. McKinley, A.M. Line, Jan. 18.
Empress of Japan, C.P.S., January 29.

South America (W.C.).

Ixon, B. & S., January 3.
Bokuyo Maru, N.Y.K., January 4.

Vancouver, B.C.

Ixon, B. & S., January 3.
Emp. of Russia, C.P.S., January 19.
Empress of Japan, C.P.S., January 29.

Victoria, B.C.

Ixon, B. & S., January 3.
Pres. Jackson, A.M. Line, January 5.
Emp. of Russia, C.P.S., January 19.
Pres. McKinley, A.M. Line, Jan. 18.
Empress of Japan, C.P.S., January 29.

WESTWARD

FROM HONG KONG TO EUROPE, AFRICA, ETC.

Aden.

Andre Lebon, Messageries, January 1.
Memnon, B. & S., January 2.
Burdwan, P. & O., January 5.
Hakone Maru, N.Y.K., January 5.
Ranchi, P. & O., January 12.
Felix Roussel, Messageries, Jan. 15.
Antenor, B. & S., January 18.
Nalders, P. & O., January 20.

Alexandria.

Pres. Harrison, Dollar's, January 5.
President Hayes, Dollar's, January 19.

Algeria.

Tamara, Gilman's, January 1.

Amsterdam.

Tamara, Gilman's, January 1.
Trave, Melchers, January 5.
Saarbruecken, Melchers, January 13.

Antwerp.

Burdwan, P. & O., January 5.
Hakone Maru, N.Y.K., January 5.

Barcelona.

Saarbruecken, Melchers, January 13.
Leverkusen, Jensen's, January 22.

Batavia.

Durban Maru, N.Y.K., January 13.

Bombay.

Burdwan, P. & O., January 5.
Pres. Harrison, Dollar's, January 5.
Ranchi, P. & O., January 12.
Conte Rosso, Lloyd Triestino, Jan. 17.
President Hayes, Dollar's, January 19.
Nalders, P. & O., January 20.

Boston and New York.

Pres. Harrison, Dollar's, January 5.
Malayan Prince, Furness, January 12.

Bremer.

Trave, Melchers, January 5.
Saarbruecken, Melchers, January 13.

Brindisi.

Conte Rosso, Lloyd Triestino, Jan. 17.

Calcutta.

Santha, B.I. (Apar), January 4.
Toba Maru, N.Y.K., January 6.
Kutsang, Jardine's, January 8.
Taima, B.I. (Apar), January 18.

Canton.

Burdwan, P. & O., January 5.

Colombo.

Andre Lebon, Messageries, January 1.
Burdwan, P. & O., January 5.
Hakone Maru, N.Y.K., January 5.
Pres. Harrison, Dollar's, January 5.
Trave, Melchers, January 5.
Oldenburg, Jensen's, January 8.
Ranchi, P. & O., January 12.
Durban Maru, N.Y.K., January 13.
Saarbruecken, Melchers, January 13.
Oldenburg, Jensen's, January 14.
Antenor, B. & S., January 16.
Conte Rosso, Lloyd Triestino, Jan. 17.
President Hayes, Dollar's, January 19.
Leverkusen, Jensen's, January 22.
Nalders, P. & O., January 23.

Djibouti.

Andre Lebon, Messageries, January 1.
Felix Roussel, Messageries, Jan. 15.

Genoa.

Pres. Harrison, Dollar's, January 5.
Trave, Melchers, January 5.
Oldenburg, Jensen's, January 8.
Durban Maru, N.Y.K., January 13.
Saarbruecken, Melchers, January 13.
Oldenburg, Jensen's, January 14.
Antenor, B. & S., January 16.
Conte Rosso, Lloyd Triestino, Jan. 17.
President Hayes, Dollar's, January 19.
Leverkusen, Jensen's, January 22.
Nalders, P. & O., January 23.

Gibraltar.

Hakone Maru, N.Y.K., January 5.
Ranchi, P. & O., January 12.
Nalders, P. & O., January 20.

Glasgow.

Memnon, B. & S., January 2.
Antenor, B. & S., January 16.

Gothenburg.

Tamara, Gilman's, January 1.

Hamburg.

Tamara, Gilman's, January 1.
Memnon, B. & S., January 2.
Burdwan, P. & O., January 5.
Trave, Melchers, January 5.
Oldenburg, Jensen's, January 8.
City of Evansville, Bank Line, Jan. 9.
Saarbruecken, Melchers, January 13.
Oldenburg, Jensen's, January 14.
Antenor, B. & S., January 16.
Leverkusen, Jensen's, January 22.

Havana.

Burdwan, P. & O., January 5.
City of Evansville, Bank Line, Jan. 9.

Hull.

Burdwan, P. & O., January 5.

Liverpool.

Durban Maru, N.Y.K., January 13.

London.

Memnon, B. & S., January 2.
Hakone Maru, N.Y.K., January 5.
City of Evansville, Bank Line, Jan. 9.
Ranchi, P. & O., January 12.
Antenor, B. & S., January 16.
Conte Rosso, Lloyd Triestino, Jan. 17.
Nalders, P. & O., January 20.

Lyons.

Ranchi, P. & O., January 12.
Nalders, P. & O., January 20.

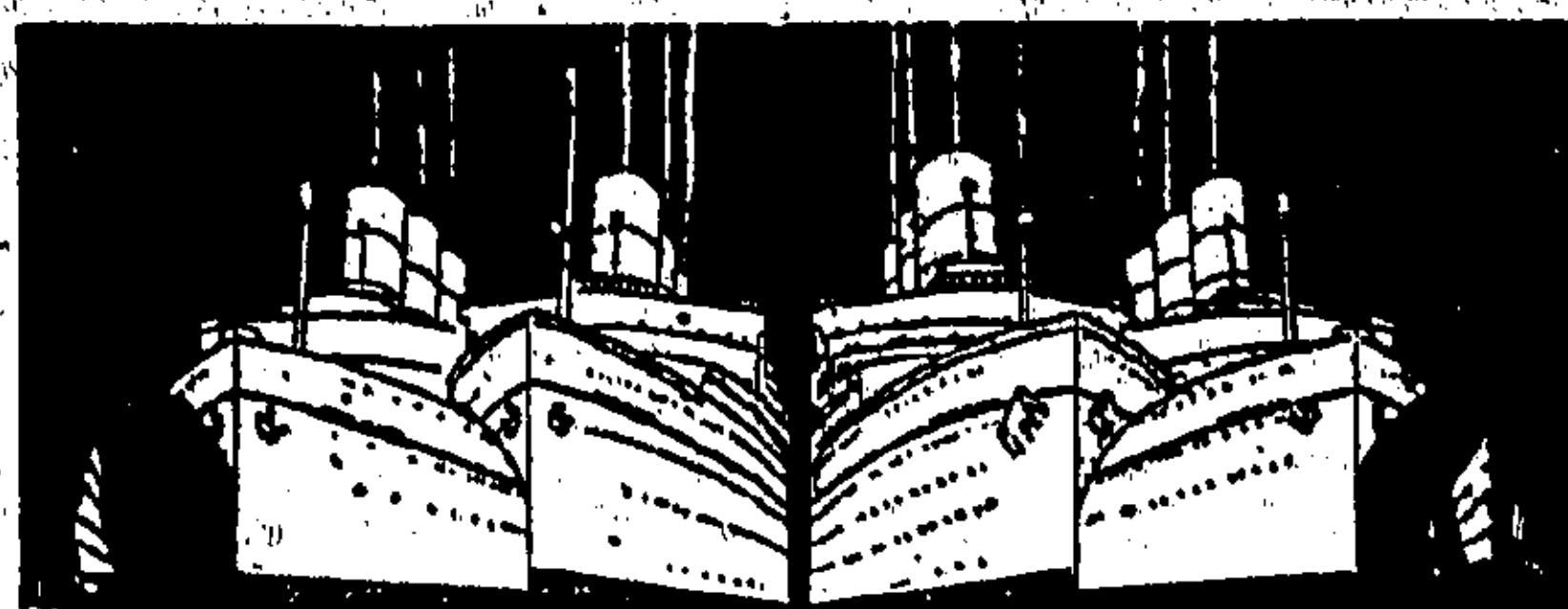
Malta.

Andre Lebon, Messageries, January 1.
Tamara, Gilman's, January 1.
Memnon, B. & S., January 2.
Burdwan, P. & O., January 5.
Hakone Maru, N.Y.K., January 5.
Pres. Harrison, Dollar's, January 5.
Trave, Melchers, January 5.
Ranchi, P. & O., January 12.
Antenor, B. & S., January 16.
President Hayes, Dollar's, January 19.
Nalders, P. & O., January 20.

Marseilles.

Andre Lebon, Messageries, January 1.
Tamara, Gilman's, January

GOING HOME ON LEAVE P



Europe and Return also Around the World.

Reduced Fares

Going via Canada Returning via Suez
or vice versa

1st Class	Tourist
From £168-6-6	From £141-4-0
Steamers	Hong Kong Shanghai
Empr. of Russia ... Jan. 16 Jan. 18 Jan. 20 Jan. 22 Jan. 24 Jan. 26 Jan. 28 Jan. 30 Jan. 31 Feb. 2 Feb. 4 Feb. 6 Feb. 8 Feb. 10 Feb. 12 Feb. 14 Feb. 16 Feb. 18 Feb. 20 Feb. 22 Feb. 24 Feb. 26 Feb. 28 Feb. 30 Mar. 2 Mar. 4 Mar. 6 Mar. 8 Mar. 10 Mar. 12 Mar. 14 Mar. 16 Mar. 18 Mar. 20 Mar. 22 Mar. 24 Mar. 26 Mar. 28 Mar. 30 Apr. 1 Apr. 3 Apr. 5 Apr. 7 Apr. 9 Apr. 11 Apr. 13 Apr. 15 Apr. 17 Apr. 19 Apr. 21 Apr. 23 Apr. 25 Apr. 27 Apr. 29 May 1 May 3 May 5 May 7 May 9 May 11 May 13 May 15 May 17 May 19 May 21 May 23 May 25 May 27 May 29 May 31 Jun. 2 Jun. 4 Jun. 6 Jun. 8 Jun. 10 Jun. 12 Jun. 14 Jun. 16 Jun. 18 Jun. 20 Jun. 22 Jun. 24 Jun. 26 Jun. 28 Jun. 30 Jul. 2 Jul. 4 Jul. 6 Jul. 8 Jul. 10 Jul. 12 Jul. 14 Jul. 16 Jul. 18 Jul. 20 Jul. 22 Jul. 24 Jul. 26 Jul. 28 Jul. 30 Aug. 1 Aug. 3 Aug. 5 Aug. 7 Aug. 9 Aug. 11 Aug. 13 Aug. 15 Aug. 17 Aug. 19 Aug. 21 Aug. 23 Aug. 25 Aug. 27 Aug. 29 Aug. 31 Sep. 2 Sep. 4 Sep. 6 Sep. 8 Sep. 10 Sep. 12 Sep. 14 Sep. 16 Sep. 18 Sep. 20 Sep. 22 Sep. 24 Sep. 26 Sep. 28 Sep. 30 Oct. 2 Oct. 4 Oct. 6 Oct. 8 Oct. 10 Oct. 12 Oct. 14 Oct. 16 Oct. 18 Oct. 20 Oct. 22 Oct. 24 Oct. 26 Oct. 28 Oct. 30 Nov. 1 Nov. 3 Nov. 5 Nov. 7 Nov. 9 Nov. 11 Nov. 13 Nov. 15 Nov. 17 Nov. 19 Nov. 21 Nov. 23 Nov. 25 Nov. 27 Nov. 29 Dec. 1 Dec. 3 Dec. 5 Dec. 7 Dec. 9 Dec. 11 Dec. 13 Dec. 15 Dec. 17 Dec. 19 Dec. 21 Dec. 23 Dec. 25 Dec. 27 Dec. 29 Dec. 31	Yanagawa

TO MANILA

EMPRESS OF JAPAN ... Jan. 4th.
EMPRESS OF ASIA ... Jan. 17th

Travel Empress!

Enjoy every minute on a floating Palace. Supreme Luxury
at Low Cost - Congenial, Cosmopolitan travelling companions -
international atmosphere, countless diversions

WORLD famous OUISINE

CANADIAN PACIFIC

Canadian Agents: JARDINE, MATHESON & CO. LTD.

GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
ASAMA MARU ... Wednesday, 9th Jan., at 10 a.m.
TAIYO MARU ... Wednesday, 23rd Jan.
CHICHIBU MARU ... Wednesday, 6th Feb.

SEATTLE & VANCOUVER.

HEIAN MARU ... (Starts from Kobe) Saturday, 19th Jan.
HIKAWA MARU ... (Starts from Kobe) Monday, 4th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

HAKONE MARU ... Saturday, 5th Jan.
SUWA MARU ... Saturday, 19th Jan.
FUSHIMI MARU ... Saturday, 2nd Feb.

SYDNEY & MELBOURNE via Manila and Ports.

KAWA MARU ... Saturday, 26th Jan.
KITANO MARU ... Saturday, 23rd Feb.

BOMBAY via Singapore, Penang and Colombo.

TANGO MARU ... Thursday, 11th Jan.
MAYABASHI MARU ... Monday, 28th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOUYO MARU ... Friday, 4th Feb.

NEW YORK via Panama.

NAGARA MARU ... Saturday, 19th Jan.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

DURBAN MARU

Sunday, 13th Jan.

CALCUTTA via Singapore, Penang and Rangoon.

TOBA MARU ... Sunday, 6th Jan.
BENGAL MARU ... Tuesday, 15th Jan.
TOTTORI MARU ... Tuesday, 29th Jan.

SHANGHAI, KOBE & YOKOHAMA.

HAZOKAKI MARU ... Saturday, 4th Jan.
TEIKOKU MARU ... Wednesday, 18th Jan.
KITANO MARU (Nagasaki direct) ... Friday, 18th Jan.

† Cargo only.

TEL 3029F



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

MARSEILLES via Saigon, Singapore, Colombo, D. (Aden), Suez, Port Said.
To SHANGHAI - KOBE.

ANDRE LEBON ... 1st Jan., 1935
FELIX ROUSSEL ... 15th Jan., 1935
JEAN LABORDE ... 29th Jan., 1935
GERMOND ... 12th Feb., 1935
D'ARTAGNAN ... 26th Feb., 1935
ATHOS II ... 8th Mar., 1935
ANDRE LEBON ... 23rd Mar., 1935
FELIX ROUSSEL ... 6th Apr., 1935

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.
For Full Particulars, apply to -
Messageries Maritimes, 3 Queen's Building, 13

Shipping News Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 4,400 TONS
THROUGH CARGO
12,800 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:-

	Cargo for H.K.	Through Ports
British Tshuan, Amoy	142	1,000
Kaying, Holhow	53	2,400
Hal Yang, Swatow	250	3,400
Dutch Tjalsak, Amoy	34	352
German Creffield, Shanghai	113	5,642
Danish Muinam, Swatow	2,561	1,500
Norwegian Proteus, Hongay	1,000	1,500
Portuguese Ou Chao, Kwang Chow	280	1,975
Chinese An Lee, Canton	975	1,000
Shun Lee, Swatow	50	1,000
Chin Hwa, Canton	50	1,975
Total	4,483	12,869

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:-

Tsinan (Br.) Amoy	105
Kaying (Br.) Holhow	5
Hal Yang (Br.) Swatow	322
Tjalsak (Dut.) Amoy	111
Muinam (Dan.) Swatow	87
Total	610

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:-

British	3	0
Dutch	1	0
German	1	2
Danish	1	0
Norwegian	1	0
Portuguese	1	0
Japanese	0	1
Chinese	3	3
Total	11	6

CLEARANCES

31ST DECEMBER

Sandviken, from Canton.
Kaying, for Shanghai.
Tsinan, for Canton.
Hal Hing, for Singapore.
Taming, for Ningpo.

SHIPS IN HARBOUR

WHARVES
Kowloon - Donau.
Douglas Laprak - Hal Ning.
Selstan.

DOCKS
Kowloon - Empress of Russia, Hin Sang, Scalaria, Corn Flower, Talkoo - H.M.S. Otus, Tai Shan, Tai Yuan, Asama Maru.

BUOYS
No. A1 - Tjalsak.
No. A4 - Muinam.
No. A11 - Kohwa Maru.
No. A12 - Uga Maru.
No. A15 - Malayan Prince.
No. A17 - Yat Shing.
No. B1 - Hal Hing.
No. B2 - Yuen Sang.
No. B3 - Kwangchow.
No. B4 - Clara Jepsen.
No. B5 - Halvdan.
No. B6 - Hiram.
No. B7 - Sheng Lee.
No. B9 - Pronto.
No. B10 - New Mathilde.
No. B11 - G. G. Paul Doumer.
No. B12 - Hero.
No. B14 - Kwel Yang.
No. B15 - Bremerhaven.
No. B17 - Hellos.
No. B18 - Kaying.
No. B20 - Anshun.
No. B21 - Hlan.
No. B27 - Barge.
No. C1 - Gustav Diederichsen.
No. C5 - Anchi Maru.

ARRIVALS

31ST DECEMBER

Nanning, British steamer, 1,488 tons, Captain T. Paul, from Swatow, buoy No. B19 - Buterfield & Swire.
Team, British steamer, 1,351 tons, Captain W. J. King, from Canton, buoy No. B15 - Buterfield & Swire.
Sandviken, Norwegian steamer, 1,775 tons, Capt. A. Norvalds, from Swatow, West Point Wharf - Jardine, Matheson & Co.
Liangchow, British steamer, 1,220 tons, Captain C. Harris-Walker, from Amoy, buoy No. C2 - B. & S.
Muinam, Danish steamer, 1,739 tons, Captain Reister, from Bangkok via Swatow, buoy No. A4 - East Asiatic & Co.
Tonjer, Norwegian steamer, 1,949 tons, Captain H. Kvamso, from Whampoa, Kowloon Dock - K. Larsen & Co.
Nagisan Maru, Japanese steamer, 2,608 tons, Captain Sakai, from Mike, buoy No. A8 - M. B. K.
Delke Rickmers, German steamer, 3,304 tons, Captain D. Harff, from Singapore, Kowloon Wharf - W. Meyerink.
30TH DECEMBER
Chun Hwa, Chinese steamer, 1,388 tons, Captain Hansen, from Canton - Wallem & Co.
Proteus, Norwegian steamer, 1,025 tons, Captain K. Gjertsen, from Hongay - Yaumati - K. Larsen & Co.
Taming, British steamer, 1,356 tons, Captain J. Atkins, from Bangkok, buoy No. B25 - Buterfield & Swire.
Kaying, British steamer, 1,572 tons, Captain J. D. Fraser, from Holhow, buoy No. B18 - B. & S.
Tsinan, British steamer, 2,100 tons, Captain C. H. Jones, from Amoy, buoy No. B21 - B. & S.

THE SHIPPING SUBSIDY

Mercantile Marine
Not State Run

(Special Air Mail Service)

London, Dec. 12.

Mr. Runciman, President of the Board of Trade, addressing a National Government demonstration at Leith referred to the "subsidy system of dealing with our shipping problems."

"We shall use this subsidy against subsidy-paying Powers" he remarked. "Two million pounds for 1935 will be a considerable assistance to British tramp shipping, and it is a small sum compared with what had been done for some other industries."

"We have no intention of interfering with the way in which industry is manipulated."

"Powers have been taken to prevent blacklegging in the chartering and fixture of tramp vessels which are entitled to the subsidy. We shall see to it that the portion of the British mercantile marine which receives subsidies shall not blackleg in wages or other conditions which are under the control of the National Maritime Board. We wish to benefit the industry as a whole in all its branches and ramifications, and our policy extends beyond the mere freight arrangements for tramp shipping."

"If circumstances require, it will step into the region of Imperial connections. Either we must see a great increase in international trade or we must endeavour to make the merchant fleets of the world fit the world's requirements. Meanwhile we in this country are giving a stimulus to the reduction of laid-up ships by wiping out a large number of those which are only fit in these times for the scrap heap."

200 NEW CARGO VESSELS

"In other words, it will provide, if the shipping want them, for the building of 150 to 200 new cargo vessels."

"If we wish to obtain the highest degree of efficiency we must leave shipowners and shipping managers to conduct their intricate and highly technical business to the best of their ability, without undue interference on the part of the Government with the commercial side of their difficult business."

"Let it be clearly understood that the Government is not going to undertake the running of the ownership of the mercantile marine. None but conceited fools would think of doing anything of the kind."

"If the Socialists think that they can nationalise shipping and make it profitable, I tell them at once, knowing the industry as I do, that I believe they will not only fail in making it prosperous, but will bring positive ruin on the industry and on the Exchequer, without which their losses would never be met."

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
*BURDWAN	6,000	5th Jan.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*RANCHI	17,000	19th Jan.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*NALDERA	18,000	28th Jan.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*SOMALI	7,000	2nd Feb.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*RAWALPINDI	17,000	9th Feb.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*RAJPUTANA	17,000	23rd Feb.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*BANGALORE	6,000	2nd Mar.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*CHITRAL	16,500	8th Mar.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall
*CARTHAGE	14,300	23rd Mar.	Bombay, Maru, Havre, L'don, H'g, B'dm, A'warp, & Hall

* Cargo only. † Calls Calcutta.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
*SANTHIA	8,000	4th Jan.	Singapore, Penang & Calcutta
*TALMA	10,000	19th Jan.	Singapore, Penang & Calcutta

† Calls Rangoon. * Calls Port Swettenham

B.I. - Apar Line Steamers have excellent accommodation for 1st and 2d class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
*NELLORE	7,000	1st Feb.	Manila, Batavia, Brisbane, Sydney, Melbourne & Hobart
*TANDA	7,000	2nd March	Manila, Batavia, Brisbane, Sydney, Melbourne & Hobart

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
*NELLORE	7,000	3rd Jan.	Shanghai, Kobe, Osaka & Yokohama
*SANTHIA	8,000	10th Jan.	Shanghai, Kobe, Osaka & Yokohama
*NALDERA	18,000	11th Jan.	Shanghai, Kobe, Osaka & Yokohama
*RANCHI	17,000	14th Jan.	Shanghai, Kobe, Osaka & Yokohama
*RAJPUTANA	17,000	24th Jan.	Shanghai, Kobe, Osaka & Yokohama
*RAWALPINDI	17,000	25th Jan.	Shanghai, Kobe, Osaka & Yokohama
*TANDA	7,000	2nd Feb.	Shanghai, Kobe, Osaka & Yokohama
*CHITRAL	16,500	7th Feb.	Shanghai, Kobe, Osaka & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Punka Lovers. Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 4 ft. will be received at the Company's Office up to Noon on the day previous to sailing. For Further Information, Passage Fares, Freight, Handbooks, etc. Apply to -

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S.S. "CITY OF EVANSVILLE" ... Havre, London, Rotterdam & Hamburg. ... 9th Jan.
S.S. "CITY OF ORAN" ... Havre, London, Rotterdam & Hamburg. ... 9th Feb.

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Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.

EAST & SOUTH AFRICA

Luxurious Passenger Vessels. ... INDIAN AFRICAN LINE

M.V. "INCHANGA" ... from Calcutta 4th Feb. ... from Colombo 10th Feb.
M.V. "INCOMATI" ... from Calcutta 4th Mar. ... from Colombo 10th Mar.
M.V. "ISIPINGO" ... from Calcutta 4th Apr. ... from Colombo 10th Apr.

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M.V. "TAMARA" ... 1st Jan.
M.V. "PEIPING" ... 14th Feb.

OUTWARDS

To SHANGHAI AND JAPAN PORTS

M.V. "NAGARA" ... 21st Jan.
M.V. "CANTON" ... 25th Feb.

PASSENGER FARES (Hong Kong to Mediterranean) ... 24s
Cargo ... 25s

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